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"Sign of the Crab" - "In Search of Ooh Rah"  
"Travels With Hugh" - "PakBoat Folding Canoes"



# **messing about in BOATS**

Volume 16 - Number 17

January 15, 1999

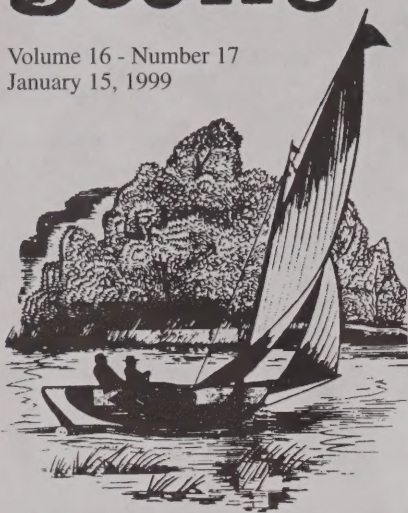


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# messing about in BOATS

Volume 16 - Number 17  
January 15, 1999



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## Commentary...

Bob Hicks, Editor



An envelope turned up in our mail in early December from our Small Boat Safety columnist, Tom Shaw of the U.S. Coast Guard Auxiliary, and in it was the Certificate of Appreciation reproduced about half size below. It was certainly a surprise to me, official recognition from the USCGA National Staff for our part in promoting small boat safety by regularly publishing Tom's column.

In a note to Tom I thanked him and the USCGA for this gesture but pointed out that it is Tom, not me, who is doing the job, I just give him a spot to present his message. The effort Tom puts into his writings is enduring and I trust of some help to those of you in need of safety guidance. What feedback I have received has always been favorable, so it has been easy to carry on keeping small boat safety regularly in view.

My own attitude about safety has always been that I would have to be able to take care of myself at whatever I was doing. I have never assumed that if I got into trouble I could just holler for help. Growing up as a farm kid developed this attitude. Over 30 years of motorcycling, including 18 in active racing, continued my self reliance in avoiding injury and disaster.

Getting involved with boats about 1975 I carried on with my normal behav-

iour. I devoured all I could read about that part of boating I was getting into, heeded experienced acquaintances I made, and carried with me a very healthy respect for the ocean whenever I ventured forth upon it. The major difference in my boating from all earlier (and continuing pursuits) is the intrinsic hostility of the environment, deep water, often cold. On land, no matter what happened, I'd be "on solid ground" if in trouble.

My life free of "accidents" and "troubles" has long since confirmed in me the view that those who would regulate our safety try to go too far. They want to remove all risk, to render activities fail safe or else attempt to prohibit them. The implicit assumption in these efforts by arm-chair safety gurus is that we are all incapable of looking after ourselves. I found in boating that this insidious effort to turn us all into sheep had not progressed very far, that the people I came to know shared my views about looking after themselves. So here is another aspect of messing about in boats that has enduring appeal to me. Freedom to be responsible for myself.

For the benefit of those who feel the need, I am happy to support the USCGA efforts to imbue safety into the minds and habits of the boating public. I'm glad Tom Shaw wants to write what he does, I surely wouldn't have the patience to do so.

## In Our Next Issue...

Brian Salzano relates his "Halloween Cruise"; Tim O'Brien takes us "Up the Merrimack"; Robb White presents a tugboat tale entitled "The Catfish Story"; Dick Harrington concludes his "Sign of the Crab" cruising tale; and "Track of the Typhoon" continues.

Russ Meade details for us the creation of his skiff for "Just Mother & Me", Walter Head tells us how he "Couldn't Get the Girls Out of His Boat", C.K. Cobb discusses the "Lost Art of Rowing"; David Dawson succeeds in "Converting to Sliding Gunter"; Earle Cadwell explains his experience in "Moving Boats on Trailers"; and Phil Bolger & Friends offer us a "1998 Reality Check" on their designs we published.

## On the Cover...

This boatload of 14 year old girls enlivened the Pend Oreille Rendezvous this year, Bob Simmons tells us all about it in this issue.

## Certificate of Appreciation

*Presented  
by the*

*United States Coast Guard Auxiliary*

*to*

**Bob Hicks**

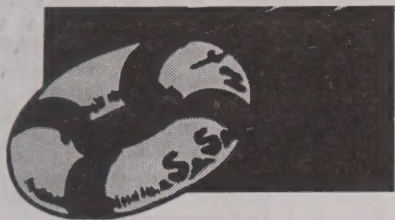
*Editor, "Messing About in Boats"*

For his sustained dedication and devotion to publishing invaluable information concerning small boats and boating safety thereby enhancing a sailors enjoyment of an ancient tradition of mastering the elements of the lakes, rivers and seas.

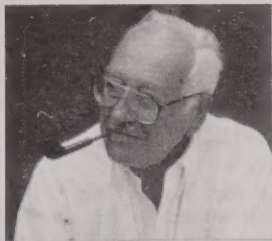


*Edward B. Meade, Jr. 10/24/98  
Chairman, Pend Oreille Rendezvous*





## Small Boat SAFETY



Tom Shaw  
U.S.C.G.A.  
Division 10

### Mandatory Education

The word I get is that the State of North Carolina is considering legislation that will require a state-approved boating safety course before an individual can operate a power vessel. If this comes to pass, and the prediction is that it will in the year 2000, the Coast Guard Auxiliary will, we are told, be asked to teach these State courses, in addition to the "traditional" Boating Skills and Sailing Skills

courses we have offered for many years. In anticipation of the probable legislation, Auxiliary flotillas will spend a good bit of time and effort in 1999 training instructors to meet an anticipated need.

There are, of course, two diametrically opposed opinions about the proposed legislation. Some see it as yet another governmental invasion of personal freedom. They cite sta-

tistics that demonstrate that, despite the geometric increase in the number of vessels on our lakes, rivers and harbors, the fatality rate per thousands of on-water hours has actually decreased in recent years.

Others note that all it takes to operate a twin-engined runabout with 300+ hp is enough money for a down payment.

"We, very properly, require education and testing to drive a motor vehicle," they say. "Boats are just as lethal, and one boating fatality is one too many."

There is, of course, truth on both sides. I'd be interested to know how readers of *Boats* feel. Most of us mess about in small, often home-built, rowing, sailing, or low-powered vessels. Our main contact with nautical hot-rods is dodging their wakes. Yet, however we may think on this issue, I strongly suspect that mandatory boating education is on the very near horizon, and not only in North Carolina.

Where do I stand? As an Auxiliarist I don't take sides in a political issue, but as an Auxiliarist I will do whatever I can to make sure that if and when mandatory education comes, the Coast Guard Auxiliary will be ready with trained and qualified instructors to do all that they can to make boating, which we all love, as safe as we possibly can.

After all, boating safety is what the Coast Guard Auxiliary is all about.

## "The Old Ed Stories"

By Eric P. Russell



### Sailor Superstitions

My friend, Arvo Rampeter, has had one major misfortune on the water. Because his family originated in what is now again known as a Baltic country (Latvia), he is considered to be bad luck, a Jonah. To be exact, any old line sailor would call him a Finn. For some reason, Finns are believed to have some sort of mystical power to influence the elements. For similar reasons, it was also considered unwise to offend a Finn. If wasn't that the Jonah would do anything. It was simply that those around them would expect them to.

When Arvo's grandparents came here, they traveled under a Swedish passport. Even as passengers, the crew would have made them unpopular had they known their actual origin.

Sailors tend to choose their mess mates for the fact that whoever gets chosen will be around for the entire voyage. When you are out on the yardarm, you want to have friends near you. As a result of their unpopularity, Finns were rarely able seamen. Clumsiness and ignorance would set a lubber apart from the rest of the mess. A Finn would be actively discouraged in ways that were calculated not

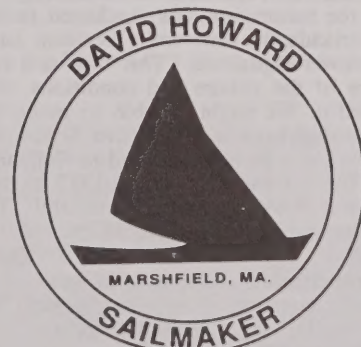
to anger, but would still persuade him not to come back.

Among their so-called witch powers was the ability to bring wind, especially storms. A common story is that a captain once had more reason than most to need a safe passage. He went to a local witch and asked for a charm to see him safely home. The witch sold him a knotted string for a dollar, instructing him that the weather would be fair or calm as long as all the knots were tied in.

The passage was slow but safe. Toward the end, everyone was on short rations. When things became critical, the captain untied the first knot. Almost immediately, an unheralded squall came along and knocked them flat, then persisted. As they had had no chance to shorten sail before the storm, many of the sails had blown out. That is probably what saved them, that and the fact that the cargo didn't shift and keep them over. She slowly righted and captain and crew got everything straightened out. When they reached port, the captain commented that, had he known wind was so cheap in New Orleans, he would have bought a lesser charm.

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# You write to us about...

## Needs...

### Downriver Cruising Boat

We are looking for a downriver cruising boat big enough to sleep four, shallow draft, small enough to trailer. It must be able to be paddled or sailed, we plan on having no motor. We've considered everything from the Sea Pearl, Rozinante, to whaling rigs. Any suggestions? How about rowing a sharpie?

Margot Carpenter, 94 Union St., Belfast, ME 04915.

### Midland Boats

I recently purchased a 19' Midland, 1978, based on its looks and quality of workmanship. Other than ownership for registration I have absolutely no information on the background of this unique craft, nor details of the builder. Can anyone help?

Michael Sherwood, 87 Monument Neck Rd., Bourne, MA 02532, (508) 759-7796.

## Projects...

### Shipshape Tjotter Returns To The Mariners' Museum

The Mariners' Museum's Dutch tjotter, the *Sperwer*, has returned to the Museum after undergoing four months of essential restoration work in the Netherlands. The striking yacht, complete with newly glowing, varnished oak and gilded trim, was unveiled during a dedication ceremony on December 2nd.

P & O Nedlloyd, a global shipping company, joined forces with The Mariners' Museum earlier this year to ensure the preservation of this unique craft by providing for its transportation to and from the Netherlands. Restoration of the tjotter in Rotterdam was conducted by P.P. Piersma, specialists in the construction of traditional, wooden round and flat bottomed yachts native to the northern Dutch province of Friesland. Commenting on why the restoration was conducted in the Netherlands, the Museum's President John Hightower explained, "This boat is a signature of the culture and conditions that created it. We might be able to make the tjotter shipshape in the United States, but it could only be truly restored in Holland."

The *Sperwer* was built in 1913 by van der Werf Bros. in Sneek, Friesland. The oak round-bottomed yacht is one of the smallest and simplest of the Dutch round-bottomed yachts and, in spite of its blunt appearance, is surprisingly fast. The *Sperwer* is the only Dutch tjotter in a North American museum. It is a highlight of the Museum's International Small Craft Collection. Its restoration enhances the Mariners' Museum as a leading small craft center in North America with a focus on dugouts, workboats, recreational craft, and boats of exploration.

## This Magazine...

### Thanks for Your Help

I just wanted to let you know that I have received a wonderful response to my request for information on self-steering vanes. Not necessarily overwhelming in terms of volume, as one might expect from such an offbeat inquiry; but the quality of the response was more than I could have hoped for. Almost all of the folks that sent me information had put a lot of effort into it. I was sent magazine clippings, detailed photos of other home-built vanes, suggestions on sources of information and two fellows even sent entire books on the subject; apparently undaunted by the excessive postal rates required to send anything of weight to this part of the world. With all of this material in hand, my new problem is that of information overload. If I can decipher and digest all of the things sent, I will be an expert on DIY self-steering gears!

The real reason for writing this is to thank the readership of the magazine for all of their help, and to thank you for publishing my request; this experience confirms my suspicion that the readers of *Messing About in Boats* are real folks and part of a unique and caring segment of the hard to define "boating public".

Rick Klepfer, Mustique, West Indies

### Disease Keeps Spreading

Please know that your publication has brought me a lot more joy in my life. I found my first copy in my Uncle's bathroom and it has been boatitis ever since! I bought my first boat in 1993, then I found myself afraid of it! I felt sure that I did not know how to approach fixing it. After reading a year of back issues, I boldly dug in. Now it has reincarnated itself twice and it is a grand "power lounging" purple boat with an electric motor. I have six boats now and the disease keeps spreading to friends.

Lee Kennedy, Ardmore, PA

### Photo Advice

I was looking at some small boat photographs and realized how difficult it is to take really good photos of small boats. I puzzled a bit about who would know something about photographing small boats. I realized that this Bob Hicks guy probably has looked at more photos of small boats than anyone else, and has taken his share of them too. He would know something about photos of small boats. Have you considered a series of article about your favorite photos of small boats? Why the picture is appealing, why it works to show the boat, the challenges to the photographer, etc.??? Technical details, if available? I'd enjoy your comments on some pictures.

Frank Cameron, Seattle, WA

**Editor Comments:** I have been "taking pictures" since the 1950's but am not a photographer nor interested at all in the techniques. I use cameras which are easiest to operate, today the automatic everything type. I choose photos intuitively, I just know what I like and do not analyze them to choose what I use. So I'm no help to you.

## Useful Information

### Lake Tales Fiction Contest

My publication, *The Lake Ontario Log*, is inviting entries for a Lake Tales fiction contest. The winning award will be \$50, a one year subscription to the *Log* and posting of the winning story on my website at [www.silverwaters.com](http://www.silverwaters.com). Runner up submissions will be offered publication in a special edition of the *Log* in 1999 and will also be placed on the website.

The contest is to celebrate our Great Lake. Entries can be fictional, true or somewhere in between, boating, fishing, anything G rated, but the Lake must play some part in any tale.

For detailed guidelines and a sample of the *Log* send me an SASE and \$1.

Susan P. Gately, *Lake Ontario Log*, PO Box 202, Wolcott, NY 14590.

### New at WoodenBoat School

We are now taking reservations for our 18th year at WoodenBoat School. While many of the courses are standbys offered before we also will offer new subjects, such as blacksmithing, modelmaking, marine illustration, cradle boats, duckboat construction, marine carving, vintage pond yachts, interior boat joinery and preparing for a USCG captain's license.

We will send a calendar/brochure with complete details on request.

Rich Hilsinger, WoodenBoat School, P.O. Box 78, Brooklin, ME 04616.

### Report From the Pacific Northwest.

In September a group from RiversWest towed our 24' Joseph Dobler\* designed yawl boat to the big Wooden Boat Show in Port Townsend, Washington. When we built our *Hall Templeton* we installed a centerboard anticipating the day when we would sail her in addition to using the four sweeps. Joe Dobler sketched a cat-ketch rig when we first began construction but it wasn't until three weeks before the show that we decided to (somehow) find the sails to match his recommendation.

I had a 59sf sprit sail from a long ago boat project and RiversWest had been given a 30sf gunter rig. We got the rig up in the shop but the first test was when the *Hall Templeton* tasted salt water at Port Townsend for the first time. Did she sail? Like a dream. Pointed quite well and was pretty nicely balanced in spite of the slap dash rig.

An interesting design feature provided by Joe Dobler was his innovative no pin centerboard. Not having a pin means a perplexing source of centerboard trunk



leaks is eliminated. Two lanyards are used: One is carefully placed to pull the centerboard down into position and to hold it there underway, the second lanyard allows retraction of the centerboard. Joe recommended this design for lower canvassed boats. He said that many attempts to design such a feature had been attempted, but none to his knowledge had worked too well. We at RiversWest were the first to try it.

Should any readers wish more information about the no pin centerboard I will be pleased to send along Joe's sketch of it to them (just send a stamped, self-addressed #10 envelope to the address at the end of this letter please).

\*Note: Joseph C. Dobler, N.A., died in October, 1997 after a long career designing a wide range of boats. The 24' yawl boat built by RiverWest was initially designed for a group in Marietta, Ohio.

**What Is RiversWest?** We are a non-profit membership organization for people who love handcrafted boats. The mission of RiversWest, Inc. is to encourage the personal involvement in the building, recreational use of, and history of low impact boats.

RiversWest was established to provide these resources:

A hands-on classroom for learning to build and safely use and enjoy small craft. A place where members can build a small boat, get help and share experience and tools!

A collection of small craft native to the Pacific Northwest.

A place to use (and rent) watercraft that promote responsible boating.

RiversWest membership is for those who are just plain interested in small boats and want to share that interest.

**Where is RiversWest Small Craft Center?** RiversWest is located at Oaks Park on the east bank of the Willamette River just two miles upstream of Portland, Oregon's city center just to the north of the eastern end of the Sellwood Bridge. We are at the northeast corner of the park's property.

**How Do I Become A Member Of RiversWest?** There are a number of options to fit your particular situation and level of interest. All members receive access to boatbuilding space, discounted rates for the use of our boats, many of our classes and, of course, the newsletter.

To join RiversWest request a membership application from us at the address at the end of this letter.

**Can I Build A Boat?** Certainly! First join RiversWest, then talk with the boatshop committee about your boat ideas and building schedule. The committee coordinates the availability of space and works to maintain a safe and happy shop environment.

**When Can I Take A Class?** Classes are held year-round with spring, summer and fall the busiest times. Classes are announced in our newsletter and Portland Community College's Community Education section.

Bob Young, RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282



RiversWest's Joe Dobler designed Marietta Gig, *Hall Templeton*, sailing nicely under jury rig at the Port Townsend Wooden Boat Show.

## Activities & Events...

### We Did It!

Our Atlantic Challenge Foundation and Rockland Apprenticeshop bought two buildings and 2.5 acres of land along the Rockland (ME) waterfront in 1998. Making this bold move now gives us a permanent home, enables us to expand our programs, and preserves a unique waterfront property for the public to enjoy.

As we open the doors to this expanded education center, we are making every attempt to connect the traditions of past Apprenticeshops with visions of a dynamic future.

1998 has been a truly dynamic year for us:

We graduated six apprentices.

We launched thirteen new or restored boats, including the 10th Bantry Bay gig built in the U.S.; a 40' traditional fishing boat for the Basque regions of France and Spain; and an 18th century bateaux for Old Fort Western in Augusta, Maine.

We initiated a Community Sailing Program which introduced 100 young people and their families to the arts and skills of sailing. With generous support from the community, the program was offered without regard to financial means.

We inspired and assisted new Atlantic Challenge programs in the United States on Cape Cod and worldwide in the United Kingdom, Holland, Germany, and Mexico.

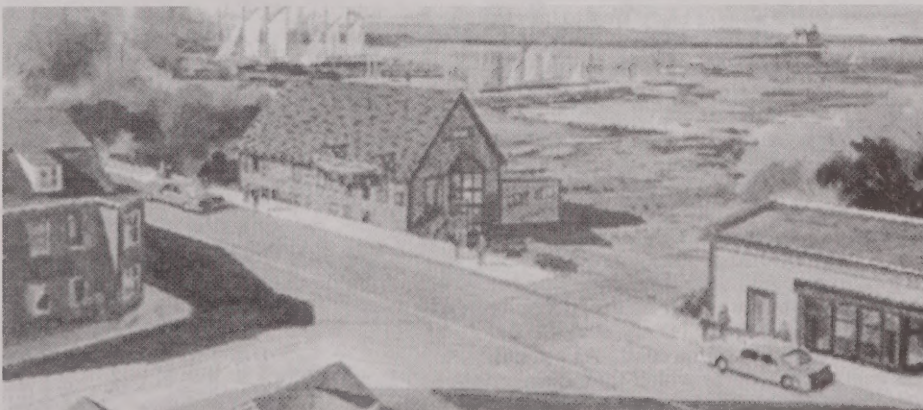
We trained the USA crew of 20 for participation in the 7th bicentennial Atlantic Challenge contest, held in 1998 in Roskilde, Denmark. One member of our USA team went on to train and lead a new Scottish crew in an inspiring demonstration, after which the First Sea Lord of the Royal Navy made a commitment to be their Patron.

We inaugurated a Folk Technologies Library to house a collection of tools, photographs and archives from the last 25 years of Apprenticeshop history.

As you can see, we've worked hard to build community worldwide and at the same time build a strong organization here at home. Together with the apprentices, Community Sailing volunteers and Atlantic Challenge crews, we thank those who have offered past support and encourage others interested to inquire about our 1999 programs and offer their support.

Lance Lee, President & Cate Cronin, Executive Director, Atlantic Challenge Foundation, P.O. Box B, Rockland, ME 04841, (207) 594-1800.

Artist's rendering of the new Rockland, Maine site for Lance Lee's latest Apprenticeshop venture.





## Boats

Always boats and more boats:  
Little ones for the kids  
Made out of plywood  
Sails of old sheets  
Painted with pussycats  
And owls,  
A dory to learn to row.  
Our son had to stand  
And sit with each stroke.

Our children grew up  
On the water, toted first  
On board in a laundry basket;  
Then in the ever-present  
Orange life preserver.  
Chores were assigned,  
Tricks at the wheel.

Sunfish, cat boats,  
Sound Interclubs, Rhodes 19,  
Gaff rig, Marconi,  
Double-ended, bowsprited.  
A teak junk, one year,  
Complete with orange sails  
And fiddle blocks on bamboo.  
A skipjack of fifty-six feet  
With a forty-five foot boom  
To sweep across the deck on a jibe.

We sailed every weekend,  
Overnighted during the week,  
Sailing into Meredith Creek  
From Mill. Woke up  
In the morning to see  
Blue herons stalking  
A breakfast, while we  
Sipped steaming mugs of coffee.  
We sailed on into fall until  
The week before Christmas.  
Winter storms meant shoveling

*Narrow Waters* is not the type of book you are likely to have seen, let alone read before. The product of careful note-taking and sketching during a voyage in exploration of the southern reaches of the Intracoastal Waterway, it is richly illuminated with many pen and ink and water color illustrations on every one of its 131 pages of text, and the entire text itself has been laboriously hand-lettered as well.

The book tells the tale of a trip which begins in Norfolk, Virginia in frosty, late fall weather. As winter approaches, the author and her husband sail their 30' ketch *Sea Wind* down the coast all the way past Key West to the Dry Tortugas. They then head back North along the Gulf Coast to Ft. Meyers, and transit lower Florida from west to east via the Caloosahatchee River, Lake Okeechobee, and the St. Lucie Canal. The sailing journal ends when the couple re-crosses their southward track at Stuart, on the Atlantic Coast.

Unlike many who view the Intracoastal as a shallow highway dotted with marina rest stops, to be traveled as quickly as possible on a trip from here to there, the author and her husband viewed the voyage as an opportunity to delve deeply into the history, ecology, and remote backwaters of the coast. As a result, they charted a course which took them up streams, through nearly abandoned canals, and

## Remembering...



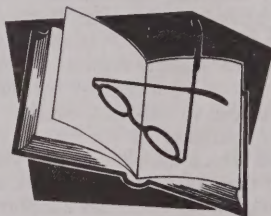
Decks free of snow,  
Bubblers to keep the tidal ice  
From jacking docks  
Into peculiar elevated ramps.  
Then an ice boat, homemade  
Out of road scraper blades,

To sail when the ice was thick enough.  
Black ice below, black sky above,  
White sails suspended  
In the void, hurtling across  
The creek, tacking back,  
Breath held, hands gripping tight.

Spring meant bottom paint,  
Striking a boot top,  
Varnishing bright work,  
Splicing new lines,  
Launching and bailing,  
And bailing again.  
A flotilla of little boats  
To trail behind a yacht;  
Two or three fit for the Bay  
And overnight.  
The "she's" in our family  
Always had keels.

Summer meant Maine.  
A sail downeast or back,  
Weeks of sleeping on a bunk,  
Waves slapping the hull,  
Cooking on gimballed stoves,  
Steering by compass  
Coastal at night.  
Fog, hot sunny days,  
Damp rainy days,  
The boat on her ear.  
Charts, parallel rules,  
Taff rail log- RDF  
Long before radar, sonar.  
Just dead reckoning and sextant.

Over the years, the fleet grew.  
Messages came by phone  
About a boat that had just sunk,  
Or one with classic lines spied  
Languishing in some back yard.  
It seemed that there was always room  
For just one more boat.



## Book Reviews

### *In the Wake of Henry Plummer: Narrow Waters*

By Dee Carstarphen  
Published by Pen & Ink Press,  
1998

P.O. Box 235, Wicomico Ch., VA 22579

Reviewed by Andy Updegrave

into isolated bywaters that most speed by unknowing.

In so doing, the travelers follow consciously in the track of Henry Plummer, whose classic *Me, The Boy and the Cat*, chronicled Plummer's 1912-1913 trip in the catboat *Mascot* has delighted readers for decades. Like Plummer, Carstarphen helps shore-bound readers imagine what life along the waterway is like.

But unlike Plummer, the author/artist supplies a wealth of visual detail on every page, including hand-painted charts and pictures of flora, fauna, watercraft of all types, and shoreside scenes. Many of these pictures are dynamic, conveying a first-hand feel for the weather (of course, not always gentle) and adventures experienced by the crew on its meander down and around the southern coast.

As a result, a vivid picture emerges of what an experience many sailors of modest attainments have daydreamed about would really be like: a trip of considerable length and variety, but lacking the intimidating degree of preparation required and potential for disaster represented by trans-oceanic voyages. If, like me, you've often felt the urge to explore the many eel runs, bays, and streams extending back into swamp, savannah, and forest all along this country's southern coast, then this book is for you.



# World Record Falls at Georgetown Wooden Boat Show

By Sally Swineford

By the time the sanders stopped and the sawdust settled beneath a big tent on Georgetown's Sampit River waterfront on October 17, more than a half-dozen new wooden rowing dories were ready for the water, and the world boatbuilding record, set here in 1996 by Mark Bayne of Mount Pleasant, had fallen.

The centerpiece event of the 9th Annual Georgetown Wooden Boat Exhibit, the International Wooden Boat Challenge, drew seven two-man teams who competed in building identical 12' "Teal" dories in a contest judged on speed and craftsmanship. Bayne's 1996 record, 2 hours, 8 minutes, 17 seconds, was broken by the Pawleys Island team of Marc Wrenn and Henry Culberson, who completed their Teal in 1 hour, 54 minutes, 15 seconds.

Although Bayne, with partner Todd Frizelle, finished first in quality, the Wrenn/Culberson team finished first overall. In a separate contest that put the boatbuilding teams into their dories for a race across the Sampit River, the Charleston team of Bill Hussey and Eric Peabody combined their rowing speed with their boatbuilding speed and craftsmanship to take top honors.

Organized by Georgetown's Harbor Historical Association to spotlight the town's maritime history and raise funds for a maritime museum, the Wooden Boat Exhibit draws sailors, boatbuilders, and enthusiasts from throughout the coastal Carolinas. This year more than 60 wooden boats, ranging from hand-crafted kayaks to vintage Herreshoff sailing yachts, classic Chris Craft and Garwood speedboats, even two of South Carolina's three working steamboats, were displayed.

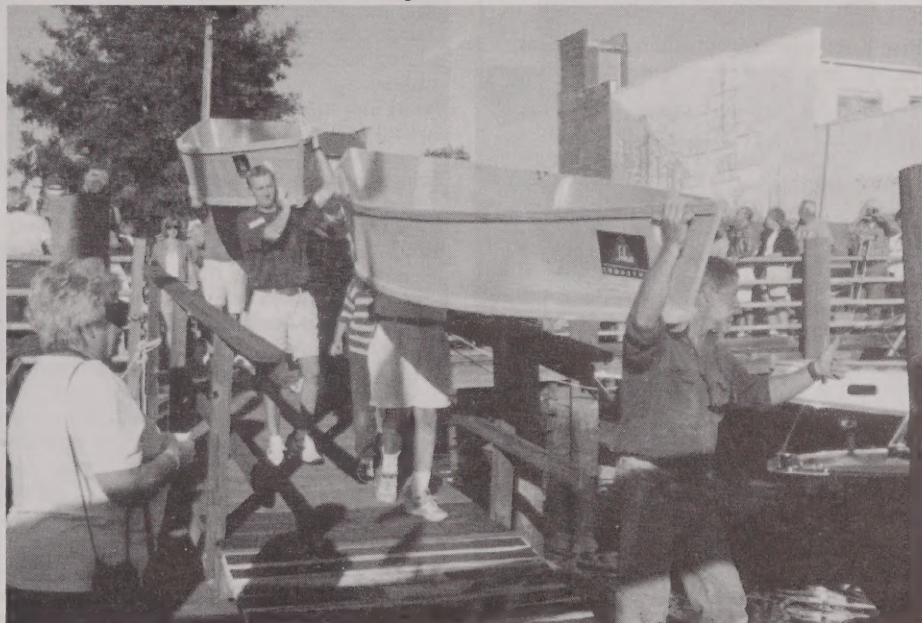
"It's top-notch among boat shows, it truly is," said Bayne, a two-time winner of the boatbuilding challenge. "Georgetown's a quaint, historic river town anyway, and it looks even better when all the boats are in. As far as the show and competition, it's extremely well-organized and the community support is outstanding, they even have a waiting list of volunteers. I'll be back again next fall, and I'll definitely be gunning for those Pawleys boys."

According to Fred Wichmann, a Charleston real estate broker and owner of the 45' ketch *Mohjack*, the annual boat show "is a real feather in Georgetown's cap. What distinguishes it as an event, I think, is the quality of the boats displayed. They all have a great deal of character, something that only wood boats have, and the whole community really goes overboard to welcome the participants, the boatbuilders, and the spectators. It's a great example of community support, and it really gets the word out to boaters who go on to promote the town as a destination or stopover. And aside from all that," Wichmann concluded, "it's just a great time on the water."

At right: During the Annual Georgetown Wooden Boat Exhibit, spectators can visit a variety of custom-built and classic wooden boats at the town docks on the Sampit River.



Spectators at the 9th Annual Georgetown Wooden Boat Exhibit, held October 17 in Georgetown, SC, admire the handmade canoes of Philip Greene, a South Carolina boatbuilder.



Competitors in the Wooden Boat Challenge, a boatbuilding and racing contest held each fall at the Georgetown Wooden Boat Exhibit in Georgetown, SC, on the way to row their newly-built craft across the Sampit River.





# Pend Oreille Rendezvous

By Bob Simmons

Photos by Fincher, Bob Simmons, Jim Thayer,  
and Tom Vetromile



The Star flies along with an easy breeze.

Five Kootenay maids; budding synergism.



In its third running, the Pend Oreille Rendezvous starts to catch its stride. Friendships renewed and lots of boats were the theme of the 1998 Rendezvous. Again, we car-camped at Glengary Marina in grass, tall trees, and old boats. Snapshots remind one of a bum jungle, with smatterings of bright nylon and chrome.

Jim Thayer caught the solo long distance award this time by virtue of dragging from West Slope, Colorado his A-Duckah, one of the Limpets, and the Urbanna Rocket tossed in to balance the load. Plus, Thayer made the scenic motor tour, adding several hundred miles to his route.

Paul Butler and daughter Jess brought a fleet consisting of a sliding seat fast dory, a double-chine plywood kayak, and a 20' version of the Gardner gunning dory. The big dory was promptly appropriated as beach attack boat, and often carried off raiding parties loaded with bean bag lounge, umbrella, cooler, dogs, kids, and what-all, none of the load bringing her down noticeably.

Dick Pollard and Micki Stirling from Nelson returned with the beautiful *Kootenay Maid* two-masted jolly boat. For '98, they blessed our outing with four 14-year-old girls, and also brought a couple of sailing clinks to keep everyone occupied.

Rounding out the three-boat outfits, Ben and Christine Booth added a freshly re-launched old *Star* to their fleet. This boat took high miles award. Amidst squirting keel bolts, pumping deck, and very temporary standing/running rig, we all had a lot of fun fleeing the deck sweeping boom and generally going fast, day and night. Booths also had

their Rhodes 19 and a smaller self-built centerboarder seeing use.

Leaving the *Santana* home this year, Mark Townsend brought along friend Donna Hime and a canoe. Pat Fincher returned with her canoe and some new friends. Thom, Bronwen, and Lauren Vetromile brought the Whiz-Bang skiff (much to Thayer's delight), but managed somehow to sneak away at the end with Butler's kayak. Soon afterwards, Butler lost the big gunning dory to a local family, leaving him fiercely clutching the remaining sliding seat dory.

It's the age-old boatbuilder's dilemma. As I write, Butler is madly designing, building, and publishing replacement craft so as to not get caught short of toys. Gordon and Sandy Gleason worked over the weekend, but brought out their sweet Atkin *Precious* for our enjoyment.

Oddly, with a plus of sailboats on hand, the Rendezvous was favored with nearly constant fresh breezes outside the protection of the deeper part of the bay. The non-reefing *Star* provided the most rail-under beam reach thrills, but I insist conning the dipping lug/standing lug *Kootenay Maid* in a strong breeze was a great pleasure, notwithstanding she'd been dry a while and the bilge waves got fairly steep a time or two. The A-Duckah proved sleekly fast with her smallish plain rig and light, slim hull nicely matched for performance. Three fellas upturned her cockpit into a tangle of elbows and knees, but it didn't seem to slow her any.

Again, those who could manage made a four-day weekend of the Rendezvous. Weather was the best, the Glengary hosts gracious and accommodating, campfires and meals simply fine. Thayer's cookbox provided some amazing foodstuffs, mostly hot and/or fresh, while Butler made sure everyone got their garlic. Folks who haven't shown their faces for three years aren't getting mailers again, nor shall we advertise as before. However, the next Rendezvous will be about mid-August 1999, same place, and all are welcome to inquire for certain dates and come on over.

Hoisting the lugs on *Kootenay Maid*. Lots of sail power here.







Wyatt takes some beginning chops.

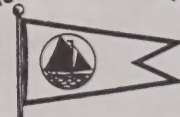


Urbanna Rocket tries western waters. Adults are a snug fit in this 25-pound speeder.

Raiders Bronwen, Lauren, Dallas, and Jess.



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At Wallace Creek—a long, narrow and shallow ditch had been dug through the marsh.

## Sign of the Crab Part I

By Dick Harrington

*A cruise on Chesapeake Bay with a different kind of ending, or  
"when dark clouds appear think about lowering the sails."*

My wife, Margie, was immediately sympathetic. The new screened-in back porch was far from finished and needed a lot more work, but I had been slaving away for the past couple of weeks and had earned a break. So, with her encouragement, I dropped everything, packed the Blazer and *Wayfarer*, and headed for a short cruise on Maryland's Eastern Shore of the Chesapeake. This would also give me a chance to visit my daughter and son-in-law, Patty and Joe, who live in Laurel near Washington D.C., and see their new home, "killing two birds with one stone," so to speak.

By noon on Tuesday, June 16th, I was at the Wallace Creek launch ramp surveying the scene. Before me was a vast marsh wilderness of high grass and thick reeds, interspersed with large and small, low lying, densely treed islands. This lush green expanse extended as

far as the eye could see, to the west, north, and south.

It was quiet, deserted, and wonderfully peaceful, but the sun was broiling hot, bringing temperatures to the mid 90s already. A couple of nasty biting flies pestered me as I took my time in the stifling heat unloading the Blazer and setting up the boat, all the while going through my mind was one main question, just how difficult was it going to be getting out of there? No longer was I just looking at lines and diagrams on charts and road maps. The real thing was now right in front of me and the situation was not all that clear.

That morning I had taken Route 50 east out of D.C., skirting north of Annapolis, crossed over the mammoth Bay Bridge, and continued south parallel to Maryland's Eastern Shore for two more hours, passing by those

popular stopping off points, St. Michaels, Tilghman Island, and Oxford. Finally, at the city of Cambridge, I turned off the highway onto Routes 16 and 335 and headed southwesterly in the direction of the Bay and the big marshlands, where literally hundreds of thousands of acres make up one huge national wildlife refuge.

This is very low flat land, awash with sometimes fresh, but mostly salty (brackish) water, where the people are poor and the houses are sparse, frequently built on low earth mounds to keep from being flooded. The roads are narrow and winding, following the contours of the slightly higher ground, and bridges and culverts cross over numerous streams and channels. Here, if you pause for only a moment, all kinds of interesting and unfamiliar water birds can be seen in the world of water and vegetation that encompasses both sides of the road.

Route 335 terminates at 336, but here also you have arrived at the top of a large marsh and wide shallow bay that ultimately leads into a larger bay, then into various passages, straits, and sounds. This was the waterway I would traverse to visit a few of the many scenic and uniquely interesting points of interest waiting to be discovered here in the land of the Chesapeake Bay Blue Crab.

If I had wished, I could have turned west on Route 336 and eventually driven along a narrow, two-lane road onto a remote, sandy, and marshy spit known as Hooper Island. Instead, the following day I would take the more direct and easier route and sail there, which was much more fun anyway. Because of the great expanse and complexity of the marsh, travel here is often easier by boat than car. Many aspects of this region I had anticipated from my previous experience in 1994 when I cruised the Big and Little Choptank Rivers, only a few miles to the north. But the further south one goes along this shore, the more expansive the marsh becomes and the more remote you are from the everyday hustle and bustle of the civilized world.

Even with all its natural beauty and wilderness, teeming with fascinating and often unusual wildlife, few tourists visit this part of Maryland. Don't get me wrong, it is indeed a marvelous fishing area, and in the fall a great place for shooting waterfowl. Most of the local inhabitants make their livelihood from fishing, and the fishing and sporting industry is big, as it has always been from the very earliest of times, making for a wonderful and rich tradition.

Because of the shallow waters, there are few yachts and sailboats to be encountered. But everywhere you go you will find the well-known Chesapeake Bay watermen, as well as many sportfishermen. Offensive intrusion of high speed power boats and noisy jet skis is nearly nonexistent, and it is plain that most harbors and marinas are there mainly for the fishermen.

For my purposes it couldn't be better, I like people who use the waters for meaningful pursuits. As already alluded to, one thing above everything else dominates this land, the Chesapeake Bay Blue Crab. This is the heart of the crab fishery. The famous and delectable Blue Crab that everyone comes to Maryland to enjoy comes mostly from here and is the backbone of the fishing industry. The "sign of the crab," a picture of a red crab (they don't turn red until cooked) is present everywhere

Needing ice as well as water I headed for the tiny little place called Hooperville.





one goes, a constant reminder of the economic importance of the fishing industry and the long cultural history of fishing in this area.

### A Lesson in the Mud

A long, narrow, and shallow ditch had been dug through the marsh. At one end is a small marina and yacht basin, catering mostly to sport fishermen. Here also is a public boat ramp which, like many of the state boat ramps scattered throughout this area, is large, roomy, well-maintained, and clean. It was a delight to have such a great facility practically all to myself. The ditch runs about a quarter mile or so in the direction of the Bay, then exits into Wallace Creek. Another mile or two down Wallace Creek brings you to the top of a shallow bay. Here the chart indicates depths of not much more than one to two feet for as much as half a mile out.

A nice breeze was blowing from the south, but directly up river. Judging from the mud on the bank, I guessed the tide to be ebbing and already partially down. The tide around here only runs one to two feet at the most. Anyway, I needed to get going, it was 1400 hours and it would be wise to get situated in a safe place fairly early.

At the moment I didn't know where that would be. The marine forecast was for severe storms by early evening. A weak cold front was due to pass through, then they were promising fair weather for the next several days, with nothing on the horizon until Saturday. I rowed *Blue Mist* down the ditch with sweat running down my forehead and burning my eyes. Why is it that I never think of getting a headband? I reminded myself to drink plenty of water. I was glad to be carrying a 10-gallon water jug, plus several small water bottles.

In Wallace Creek there was a long trail of cut saplings, sticks stuck into the muddy bottom, that ran downstream and disappeared around a bend. Like the ditch, the water was the same brown color as the muddy bank. Surprisingly, the space between the sticks is not much wider than what a boat could fit through and although *Blue Mist* had made a turn, possibly as much as 90 degrees, she was still head to wind.

Obviously the wind was going to keep following the open channel. There would be just two points of sail, either upwind or downwind. Briefly I let the boat stray outside the sticks and felt the oars hitting bottom. *Blue Mist* had only a little bit of centerboard down for a skeg effect, but nevertheless she slipped into the mud and stopped. It dawned upon me, the prospects of sailing downriver were not good.

For the next hour or so I alternately rowed, tried sailing, and got stuck in the mud, all of which was a lot more work and frustration than I had ever anticipated. Fortunately, *Blue Mist* has a good strong centerboard and rudder, the wind wasn't strong, and the mud was soft. This rough treatment, I'm sure, applied a lot of stress to both. The sticks marking the narrow channel even continued out into the bay.

Finally though, with great relief but still some trepidation, I escaped the dreaded mud and was able to set a course for deeper water. A prayer passed my lips, "please Lord, a south wind would really be nice when I return!" Actually, when the time came, this would no longer matter as my plans would be altered by other unexpected events of fate.

### A Safe Harbor

I didn't as yet have a destination and that, of course, was now my main concern. I had learned my lesson about shallow bays and mud, yet I did not want to spend my first night in a marina such as nearby Tylers Cove on Hooper Island. Thankfully luck favored me. Only about two miles to the south on the east side of the bay or channel, referred to as the Honga River on the chart, was an attractive looking small bay. Wow! There was one spot where the chart showed a depth of an amazing nine feet, and it also looked like there was good water in close to an island with a hook-shaped point.

I was confident that this place would afford excellent protection under nearly all circumstances. Upon dropping the big Bruce anchor and finding that the water had to be at least five feet deep, I was greatly relieved and, I'm sure, grinning from ear to ear. This was certainly a gorgeous and peaceful anchorage. Better yet, no sooner had I furled the sails when what should I hear but a familiar sharp cry from above. Looking skyward I spied not one, but four, graceful osprey circling overhead, actively fishing.

Have you ever seen an osprey drop from high in the sky like a falling meteor? There is a geyser of water, then nothing for what seems like a long time. Finally, when you are beginning to wonder what has happened to him, out of the water rises the big bird with his meal tightly in his grasp. Cooking dinner I was entertained and fascinated by the osprey, whose island home I had chosen to anchor next to.

Though their show was the main attraction, the osprey were not the only players on stage. Almost on cue, as if some unseen master maestro was choreographing a marvelous play, one then another specie of winged water creature passed before me, or could be seen fishing along the edge of the island marsh. Though beautiful and graceful, they remain for the most part unknown and unnamed to me.

It was well that I found this safe place rather soon. Not much more than an hour after getting settled the sky began darkening with a solid wall of towering thunder clouds and a distant, steady rumble of thunder came bearing down. For a while, entranced, I watched it come, then hurried to batten down the boom tent, clip the lightning grounding system to the mast and lash a piece of anti-chafing hose securely to the anchor rode. Having done all that I could, I waited for the storm to arrive.

I was now very tired, and having consumed a couple of cold beers, probably more relaxed than normal under the circumstances. *Blue Mist* took no lightning strikes (there wasn't even a close-by hit) and the wind, being not all that bad, rocked her a bit but not violently. A short time later, after the lightning had subsided and while it was still showering hard, I stripped off my sweaty clothes, grabbed a bar of soap, and took a refreshing bath standing on the foredeck. Soon after, and still early in the evening, I was sound asleep.

### Getting to Know the Way of Things"

What the heck now! It was the next morning and I had just discovered that there was a bunch of water in the bilge. I must have opened up something yesterday mucking around in the mud, was my first thought, which made me most unhappy. But upon a more thor-



Hooperville—tying up *Blue Mist* in a spot big enough for a ferry.

At Chance I found a number of slips, but all occupied by fishing boats, one even berthing a beautiful majestic Chesapeake Bugeye.



ough inspection, the water seemed rather clean compared to the brownish bay. I had cleaned her up pretty good not too long before, so the bilge itself was clean. I soon discovered the problem. Somehow, the cap to the water jug didn't get screwed on properly and had gotten knocked off. I now had only about a gallon left and was short on water, nevertheless I felt much better.

Needing ice as well, I headed for the tiny little place called Hooperville on Hooper Island, which was only a couple of miles away. A pleasant northwest breeze of 10 knots made





for easy sailing. Like every other harbor around, getting in meant negotiating another one of those long narrow channels. Fortunately, these seem to be clearly documented on the charts, are well marked with navigational beacons, and are further supplemented by the familiar line of sticks put there by the watermen. Also, these underwater ditches are usually as straight as an arrow.

So this time, even though the final approach was a beat into the wind, by keeping the "board" part way up, I negotiated the boundaries of the channel without mishap. Here I must admit that I'm a bit of a show-off and grandstander, enjoying any opportunity to sail into a harbor and demonstrate my boat handling skills. It was this tendency that would get me into trouble later on.

Hooperville consists of less than a dozen houses, a seafood plant, and an outstanding marina with capabilities for 50 boats or more, yet harboring only a fraction of that amount.

Tied up in the old abandoned marina were a couple small boats along with one waterman's fishing boat.

The marina is very sparse on amenities and there isn't any town. This is nearly as isolated as it gets. A sandy, grassy island, only a few feet above sea level, Hooper Island is at its widest point maybe a thousand yards across but several miles long. There is one road which runs nearly the full length, as well as two or three sizable bridges crossing over low spots and channels. It is a wonderful place for solitude, but I would not want to be there in the event of a hurricane.

The dockside was completely deserted. The watermen were still out fishing. A typical fishing day begins at 4am and doesn't end 'til mid-afternoon, when seafood trucks are on the pier, ready to load up and make the dash for the big city markets. Tying up *Blue Mist* in a spot big enough for a ferry, I headed in the direction of voices coming from a metal building, which I correctly presumed to be a seafood plant. Inside the building were about 20 black women seated around wooden

tables, talking away while cracking open cooked crabs and picking out the sweet, tender meat.

So, this is how it's done, I thought to myself. Clearly the technological revolution, which has eliminated most forms of manual labor, had passed over Hooperville. But the people working, as well as those in charge, who were also working just as hard, seemed to be happy and I was treated very nicely. They gave me fresh water and offered me ice for my cooler free of charge. My guess is that anyone wishing to stay overnight at the marina would find the rates extremely reasonable. But after a couple of hours, I had seen all there was to see and was ready to move on.

### In Search of a Seafood Dinner

Once again I turned *Blue Mist* onto a southerly heading. It would be a delightful broad reach down Hooper Strait to Tangier Sound. The puffy afternoon clouds, tinged with darker bottoms, were accompanied by a perfect sailing breeze. The visit to Hooperville had my mouth watering for some good Chesapeake Bay seafood, and the harbor at the town of Chance near Deal Island looked promising. The cruising guide listed at least a couple of restaurants.

Two hours later I was negotiating the approach to the harbor at Chance, engaged in another contest of short tacking within the edges of an imaginary channel, except this time also lined with hundreds of crab pot buoys to further complicate matters. Once through the narrow, sandy cut at the mouth, I was pleased to see how the harbor broadened out into a large and picturesque bay. It was certainly a very pretty spot to moor any vessel.

I was looking for a sign, usually more than one, large and prominent, which directs visiting boats to the safety and comfort of the local marina. Innocently I assumed the cruising guide, being only four years old and a well-put-together book of waterproof charts and supplemental travelers information provided by the State of Maryland, to be reliable. So I wasn't concerned upon first inspection at finding a number of slips, but all occupied by fishing boats, one even berthing a beautiful majestic Chesapeake Bugeye. But there were no signs to marinas.

After two circuits around the harbor, including a run down a narrow channel that held some serious perils, old sunken piers and pilings, and still no indication of public facilities, I began to wonder. Slightly confusing, but not fully registering at the time, was something about the big bridge crossing over the bay that didn't match up with the chart. Later on, however, this would help explain things. Trying to decide what to do next, I let the sails luff noisily in the stiff breeze. I then noticed, tucked away in a far corner on the opposite side of the harbor and partially hidden by thick overgrowth, a bunch of old pilings and some rickety slips.

Tied up in the old abandoned marina were a couple small boats along with one waterman's fishing boat. There were no signs warning trespassers nor any indication of an owner. So I tied up with the others. It was probably the most peaceful spot in the whole harbor, but there was a drawback.

With *Blue Mist* secured, I headed down an overgrown dirt road in the direction of some houses, where I at last encountered the inevitable crudely lettered sign declaring the place





to be private property and off limits. It was too late! Looking around to reassure myself no one was watching, I continued quickly down the road in search of some life, e.g., a seafood restaurant. This proved to be fruitless. Meanwhile, the walk through the deserted countryside gave me time to conjure up various theories for the demise of the marina.

Along the way I was surprised to discover that there actually was a real marina, with a boatyard full of interesting old boats, hidden far back in the bay and not far from where I had searched earlier. How I had missed it remains a mystery. Anyway, it looked to be strictly for the locals and fishermen, there ap-

pearing to be no facilities for traveling cruisers, no less a restaurant. Thus, other than being illegally moored and trespassing, nothing much was lost.

After trudging along in the hot sun for several miles and not getting any nearer the harbor nor the bridge, it finally dawned upon me, the big bridge must be brand new! I was probably walking along the old road, now essentially abandoned, that had gone over the old causeway. That's why the chart didn't look right and even the bridge clearances hadn't seemed right. This place had been bypassed by a new road and bridge. Any restaurants and such were going to be on the other side of

the harbor.

A little further up the road there was a gas station with a small store. Hot, hungry, and thirsty, I searched for something with which to console myself, ultimately settling for indulging in a whole quart of Tom & Jerry's gourmet ice cream. It wasn't the same as a Chesapeake Bay seafood dinner, but I reminded myself that I was still having fun. Back at the boat I opened a can of Chinese "delicacy" and some canned peaches. By then dusk arrived and so did the mosquitoes. It was too hot to light a lantern in the closed tent to stay up, but I didn't care. After such a full day I couldn't wait to go to sleep.

(To Be Continued)

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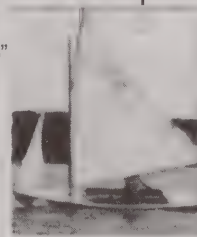
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The start of the kids trimaran race.



Old and new...*Puffin* and LaVertue's *Princess*.

Elliott Fruman towing his duck decoy on a painter.



## Travels with Hugh

By Hugh Horton

### The WCHA Assembly

The Wooden Canoe Heritage Association Assembly is still the most family-oriented, organized small boat gathering I've seen. This year, one event in particular seemed to show the family inclusive view and the progressive attitudes within the WCHA.

The event was the children's Trimaran Regatta. The kids built plastic sailing trimarans. They were enthralled with their boats and the race, and we adults were as enthralled with the excitement and intensity bubbling out of the children.

And I disavow being objective. Plastic sailing trimarans? Wooden Canoe Heritage Association? Three cheers for Assembly Coordinator Tom MacKenzie, all volunteers, those who put time into the Trimaran Regatta, and the kids!



The smallest contestant.

The wind, for first-time sailors, was too much or too little, so there were no new sailors this year. Since sailing cohorts Howard Rice, Ron Sell, and Marilyn Vogel were elsewhere, my quandary was wanting to use the wonderful winds, while wishing to talk with those paddlers interested in sailing. I did some of both. But as I stood ashore, I'll be darned if the breezes didn't seem more strong and solid and uncommonly enticing.

Kayann revealed in a paddling, solo day trip. This included staying dry in her *Ibis* under a pine bough during an Adirondack thunder squall, close to a musically chiming, unseen wood thrush.



## Boldt Castle in the Thousand Islands

We stopped at the St. Lawrence River again on our return drive and paddled to the islands off Alexandria Bay, New York, including Boldt Castle. The Thousand Islands are a grand spot for cartop cruisers. It is charming and historic, ecologically intriguing, and can be lively with the freighters and current flow out the Great Lakes.



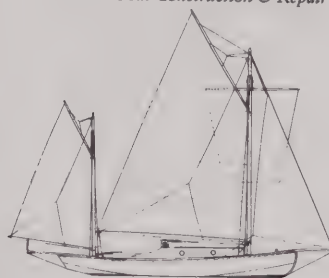
Approaching Boldt Castle.

Kayann in *Ibis* on our return across channel. Note tiny lighthouse.



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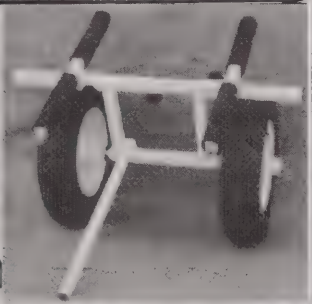
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# An Introduction to Sailing Canoe Cruising

Remarks for the Wooden Canoe Heritage Association Assembly 1998

Paul Smiths, New York

By Hugh Horton

Sailing gives us canoeists at least two opportunities, 1) to enjoy sailing for its own sake, and 2) for cruising travel.

To the non-sailor, the world of cruising under sail is waiting for you, right in a canoe. It is high quality sailing with all the contrasts from sublime to humiliating or worse; from pounding upwind until overcome by breaking waves on open water or running downwind in terror and elation; to ghosting in silence in fitful catpaws up to a lee where one can step into ankle deep water or onto land. Sailing is a skill, a collection of techniques. It is a partnership with the weather, with the fluids of air and water. It can be "time out" or "prime time," a relaxer or an invigorator, a stretching, isometric workout or a chess game with the tides. It can be competitive racing, or a way of life.

To those of you who are sailors, you can coastal cruise a canoe along nearly any coast, much like other sailboats. The big difference, since you're a civilized canoeist, is that at night you'll be ashore. Over the whole cruise you won't move through a region as quickly as the offshore cruising sailboat. Your average speed will likely be similar to gunkhole style cruising, which is the happy poking about, hopefully with a shallow draft boat, amid inshore features, coves, lagoons, rivers and streams, marshes, harbors, etc.

We have the immense luxury and good fortune, as canoeists, of being able to yank our vessels up on shore nearly any time, anywhere. When we are weather bound ashore, it's often preferable to being in a bigger, deeper draft vessel sailing further offshore, as one must prudently do sometimes in onshore winds.

Relaxing ashore in a good, relatively large, four-person tent, listening to a gale and feeling it blow, thinking of ones' fellows at sea, those literally hanging on, fighting the motion in their berths, gripping, pulling and pushing with hands, feet, hips, head, anything for a position to doze, perhaps a bit sick, too, I feel for them. We don't have to listen to our slamming, groaning boat from that longing-for-drowsiness bunk position, re-interpreting each variation of stressed sound. My tent may be shuddering and heaving, but the earth under my ground cloth and tent floor has always been firm and still.

Cruising travel for us, as canoeists, is called "beach cruising" by small boat sailors. This should be quiet boating, sailing, paddling, rowing, and camping along a coast. We differ from what is called "dinghy cruising" because dinghy cruisers often have the capability of sleeping aboard at anchor, while we usually do not, at least not comfortably.

Our advantage over most dinghy and beach cruisers is they are trailer sailers. Our cartoppability gives us magnitudes less complexity, and many more available places to put in compared to just launch ramps.

As anchorages become increasingly crowded, quiet, secluded places for the deeper, big boat cruising sailor are harder to find. But the canoeist needn't worry much. With gunkhole style cruising, our advantage over larger sailers is we have the agility and versatility of a sport/freestyle canoe, and wonder-

ful sailing ability in thin water. We can scrape across a 4" deep bar into coves cozy or realms rare. We can sail to windward in less than a foot of water.

As canoeists you comprehend: We cruise a coast better, more directly, more completely, more intimately. We experience more of the cruise more intensely. Our boats are the small craft one wishes one had while peering around a bend, or up an inlet, as we fret aboard a large boat at anchor or docked.

The cruising sea kayaker and we share much. The line is blurry between a high volume, moderate length sea kayak and a decked canoe. Much of their equipment and techniques we can use, as well as canoeing's skills being useful to them.

Seamanship must always be in mind. Our boats are very small. When we venture off our coasts, our focus must be on seamanship, which might be defined simply as accepting reality and watchfulness, or knowing how to recognize danger and acting to avoid it.

Although we call these 50/50 boats because they're nearly equally capable under sail or double-bladed paddle, sailing canoe cruising usually means paddling two-thirds of the time or more. Therefore, we want a good boat to paddle. This is relative, of course, and one must consider load. My first sea kayak was a 20' long, 32" wide, three-hole monster, designed for auxiliary sailing. She was too fine forward and much too full aft, but I paddled her all over, with great and light loads, ignorant of her poor paddling characteristics.

My background had included enough decades of fixed seat rowing to immediately love paddling with a double paddle, easier on the hands, easier on the back and bottom, and one sees where one is going. Paddling anything was better than rowing even a good, long rowboat. Compared to rowing *Kaselehla*, our beloved 19', half-ton Drascombe Lugger yawl, paddling is a giggly waltz.

*Pine Needle* bridges the gap between decked canoe and dinghy cruiser. She's an 18-1/2' sharpie, 30" wide, with a flat bottom more than half her length aft. *Pine Needle* paddles ponderously, too, but one can stay and sleep aboard her comfortably for days. She's not a 50/50 sailer/paddler. She's more a three-quarter sailer.

It seems to me, at cruising speed with a loaded boat, paddling is effected greatly by wetted surface. Excessive length adds it quickly. But what is excessive? Keeping in mind theoretical "hull speed" and the sustained power of a human, we know a boat much longer than 17' is wasted unless one sprints often. Shorter than 13' frustrates because one can usually overpower hull speed, paddling harder but going very little faster.

My current sweetheart boat is *Puffin*, 15' x 34", based on a Bell Starfire hull. One can camp from a boat *Puffin*'s size. My thinking now, after this year's Mackinac trip, is still that 15'6"-15'11" is right for me. When I draw solo, decked cruising canoes on the computer, they're almost never longer than 16'.

*Puffin*'s hull was designed by Dave Yost as a one or two-person combination sport boat.

Bell Canoe's Charley Wilson asked for more rocker for freestyle competition. Dave drew it and I thank them both. It's her beam and rocker, flare and displacement, and artful slipperiness which make her a fine sailer. I believe, while keeping her symmetry fore and aft, one would find it impossible to improve her form significantly for sailing. The end for end symmetry assures her paddling performance. I think she approaches the zenith of her type, the symmetrical type, for sailing.

For extreme cruising other shapes, above and below the waterline, would be better. Above the waterline, the extreme cruiser's shape would be much different than anything seen today, or in the last century's sailing cruising canoes. Russell Brown's little surf kayak, 14'3"x21", called Brown Pelican by Phoenix Kayaks, has this shape.

The whole thrust and idea behind her sheer would be dryness and reserve buoyancy. We, or at least I, want to be a buoyant cork, floating high in the foam, deflecting as much water as possible. When heeled too far, we want reserve buoyancy to try to right and aid us. Sailing a sea kayak is so wet because when a kayak is sailed faster than paddling speeds, the marginal lift and buoyancy forward, and tendency to pearl, is apparent.

So our imaginary extreme cruiser's sheer plan view would be very full at each end. In profile her bow stem would be quite high. Her waterline length and overall length would be nearly the same. Rather than simple flare, she would have hollow near her sheer in her forward sections, and some amidships and aft. Below the waterline forward of amidships, our cruiser's shape would be much like *Puffin*'s.

Aft below the waterline I see two other choices. Both will likely require a stabilizing foil, skeg, or rudder. One choice of different underwater shape aft would be a pronounced Swede form with quarters full and flat, but the stern still pointed, like Russell Brown's surf kayak. Shapes close to these were sailed successfully in the early 1900s in Sweden. The second choice would be an afterbody similar to the shapes seen for years on ocean racing sailboats. Their aft sections are full, flat, and U-shaped for sailing power.

The question has always been how much drag would this shape have at paddling speeds. Trimaran designer Jim Brown, Russell's dad, has built a delightful, decked boat, 15'4"x27", with this shape aft under her sheer. Ron Sell and I have paddled it and can feel little extra drag at cruising, paddling speeds in spite of its great stability. Probably due to its low wetted surface and clean sections, it feels uncommonly slippery below hull speed. These shapes need more analysis.

Jim Brown has experimented with simple sail rigs which have been good in gentler conditions but need refinement for wider use.

My experiments have led to a gunter rig with a sprit boom. In spite of its eclectic complexity, it is easily built by a handy, amateur builder, and is a friendly rig at sea, but not without shortcomings.

Much, much development of traditional and non-traditional rigs needs to be done in light of current foil data, aerospace materials, and finite element analysis.

Will we get inflatable, solid wing forms, mastless and stickless? Not soon enough, I suppose. But, with old shapes or new, wooden or not, a world of cruising by paddle and sail is there for us in our canoes.



It was going to be an adventure. I had brought along my 5-year-old daughter, Kaia, for the first overnight on the new boat. We launched the recently purchased Bolger Micro at Mayfield at the south end of Sacandaga Reservoir on Saturday morning. First off, the outboard motor refused to start. Despite repeated attempts to dry out the plugs, the cylinders kept flooding. I was determined, after all the planning and packing, to depart anyway. After all, it was a sailboat.

Declining a tow from a friend who had just launched his boat, I raised the main and mizzen, and we made our way out of the marina. The wind, though light, was enough, and the boat responded beautifully. We were tacking our way out towards open water when the wind died. Our friend showed up again, and this time I passed him our bow line.

Safely out in the lake, we were once more on our own. A southwest breeze, according to schedule, picked up in the mid-afternoon and we had a pleasant sail up to the lake's north end. I had planned to anchor up a sheltered tributary surrounded by Northampton Beach State Park. As we approached the park, I had second thoughts. If the motor was not responding, perhaps it would be better not to anchor in a place I couldn't sail out of. Instead, I choose the lee of a large island just south of the park, tacked down towards its eastern end, dropped our stern anchor and all 100' of line, and fetched up to within wading distance, about 30' from shore.

By around 7:00 PM the bow anchor was securely buried in the beach, Kaia was enjoying herself at the water's edge while I occupied myself with sorting out the Gordian tangle that had transformed itself from the remainder of my bow anchor line. Having accomplished this, we waded back to the boat, fired up the propane stove, made dinner, fished awhile and, as darkness fell, retired below and got ready for bed. Around 10:00, however, the gentle slapping of water on the hull seemed to increase and, being nervous about the new boat, I crept up on deck to check the anchor lines. Not only had the wind picked up considerably, but it had also swung around from out of the nor-northeast, presenting itself to our starboard quarter.

We were now, for practical purposes, nearly on a lee shore. I checked our bearings and felt the stern anchor line for any telltale vibration. Everything seemed to be holding nicely. I returned to my berth and tried to get back to sleep. The slapping turned into pounding. How was the rudder taking this? Would Kaia wake up? How well was the anchor line fastened to the chain? I had checked the shackle, whose pin was nicely wired, but not the line itself.

The previous owner had impressed me as being meticulously detail conscious in the construction of the boat, but I had neglected to scrutinize the connection for myself. I looked out through the porthole and was relieved to detect no drift. I tried to doze off. The pounding woke me again. It was now midnight. Maybe we would fare better with the bow headed into the wind. I went back out on deck to contemplate the situation some more. The waves were rolling in on our quarter. It was windy, dark, and growing chilly.

Heading the boat into the wind would require unfastening the stern anchor line from the cleat, passing it around and under the mizzen and boomkin, taking it forward and

## A Harrowing Night

By Olof Jansson

re-securing it to the samson post at the bow. If I let go of that line, we would surely be blown into shore, swinging right in on the beach anchor line. Should I cast off the beach anchor line, hoping I could retrieve it in daylight, and let the boat swing out diagonally on the lake anchor? If the anchor dislodged during that maneuver, we'd be in trouble again. I decided to leave the beach anchor alone.

With the mini Mag Light clenched tightly between my teeth, I managed to free the stern line and, applying to it a death-like grip, succeeded in getting it safely to the bow. The boat headed into the wind as planned, but now began to swing back and forth. Setting the mizzen and sheeting it hard and flat put a stop to that. Satisfied that the boat was still secure, I went back to bed. Now though, the pounding was beneath our heads. I'd doze off only to be woken up by a particularly loud jolt. I'd count the pounds. Every fifth or sixth wave seemed to be bigger than the rest. The hull reverberated. Kaia, miraculously, slept on.

At first light the wind had not diminished, and I resolved to get underway as soon as possible. Out on deck it was cold. I donned a sweatshirt and sweat pants and sat down to cogitate once again. I was still cold. I'd have to wade ashore for the beach anchor, not a comforting thought. Changing to my swimming trunks and rolling up my sweatshirt, I eased myself into the waist-deep water and made my way to shore. The water actually felt warmer than the air. Retrieving the anchor and carefully coiling as I went, I returned to the boat, thankful that I had provided myself with a rope ladder with which to get back up the Micro's high sides. Now, at single anchor, we had swung a bit further off the shore.

Presently came the critical part. Knowing I'd have to gain control of the boat very quickly after the anchor broke loose, I ungasketed the main, excepting one to keep the sail from blowing out of its furl before necessary, tightened the snottier, and laid out the sheet and halyard. Working aft from the bow, I carefully planned and rehearsed my moves a couple of times. Finally, taking a deep breath and saying a prayer, I began to take up the anchor line. Fortunately, the water was shallow, so when it finally broke free I had only about 10' to go before the chain and anchor were hurried in board.

In a flash, I was back in the cockpit pulling the halyard, having jerked loose the remaining sail gasket along the way. The sail had only made it about three-quarters of the way up the mast as the wind caught hold, and after securing the halyard with a quick couple of turns, I immediately hauled in the sheet and put the helm over. The boat responded by paying off parallel to the shore, by now within 20'. There were some big rocks under the surface, as well as overhanging trees, but we were under control. We eased our way off and, with the wind almost directly astern, I suddenly realized we were flying!

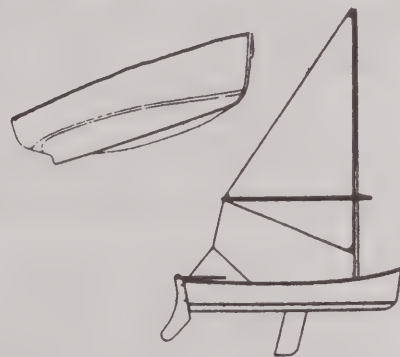
Safely away from land, I headed up into the wind, topped up the main, and returned to our course through the Kenyon Island group and down the lake. It was 5:45 AM and a crys-

tal clear day. The sun was just beginning to illuminate the water's edge. There was not a soul in sight. The nor-northeast wind was blowing a good 20 knots. The pounding was gone. Kaia was still asleep. We were bowling along and life was grand. Wouldn't a cup of coffee just really make it perfect? Pointing over a bit and adjusting the mizzen until I found that sweet spot where the boat will balance itself, I went below and roused out the stove and coffee paraphernalia. Soon, coffee cup in hand, we were back on course, exulting in the fact that things couldn't have gone better.

Nine-thirty rolled around and, with Mayfield just within sight, the wind died. The sliding of the hatch cover announced Kaia's arrival on deck. "Hi, Dad!" We ate some Pop-Tarts, fished a little and finally, not relishing the prospect of broiling in the sun until the customary afternoon breeze came up, I turned my attention to the errant motor. "Why don't you just try to start it again," Kaia piped. Knowing full well that the motor problem was of major proportions, but with merely the intent of attempting to placate a 5-year-old mind, I pulled the cord. The motor coughed to life and we motored the rest of the way down the lake and back to the dock without incident.

Every cruise is a learning experience and a new adventure.

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## Chapter 1

### How *Typhoon* Came to be Designed and Built

(continued)

Everyone knows the ancient arguments pro and con the various types of rig, the advantages and disadvantages of the schooner, yawl, sloop, and ketch, and while many would prefer the schooner or yawl rig for a 45' auxiliary, we have chosen the ketch. We feel that the various combinations of sail permitted by a ketch, and the shorter main boom, make it more desirable for our purpose than either a yawl or a schooner, even at a slight loss of speed. This is largely theoretical, for our experience with the rig is not great and we may be wrong. The total area of the three sails is about 950 square feet.

There was a lot of discussion about the headsails. First, Atkin drew in a jib and fore staysail because the size of a single jib terrified us. We felt that it would give us greater sail combinations for bad weather and would allow us to tack our forestay down to the stem head. Then Casey took the floor in behalf of the single jib and reminded me that *Elsie's* jib gave us no trouble when we had sailed her short-handed.

Then I remembered the heart-breaking job of casting off and belaying two sets of headsail sheets on the old *Nereis* every time I came about, and while this could have been simplified by sheeting the fore staysail to a

## The Track of the *Typhoon*

By William Washburn Nutting



(Motorboat Publishing Co., 1922)

traveler, the impression was so vivid that I yielded without a struggle to the single jib. There is no question as to its greater efficiency. And, with such a bowsprit as we have indicated, the added security of a forestay to the stemhead is of little consequence.

Possibly the thorough going motor boatman, by this time, may be a bit fed up with this lengthy discussion of *Typhoon's* lines and rig to the exclusion of her power plant. We ask his indulgence and wish to explain that *Typhoon* makes no pretense of being a motor-

boat. She is an auxiliary and an auxiliary of the only type that is worth bothering with, that is, a boat that can take care of herself on any point of sailing, except possibly in light airs, when her motor will be depended on to drive her. And may I be permitted to voice the opinion that a little sailboat dope administered in mild doses will do no harm to those of the motorboat fraternity who have arrived without the experience of the windjammer.

Now let's look at the deck arrangement. You will see that we have played for simplicity, with as few openings as possible. The cabin trunk, 6' in width, is rectangular, leaving broad decks on either side, and the sides of the trunk extend aft to form the coaming for the bridge deck and cockpit, making an unbroken erection with nothing to stop green water in its passage along the waterways.

I have always liked a bridge deck on a seaboat. It strengthens the boat by permitting continuous deck beams, it gives a lot of room above the motor space and is even more useful as a seat or table than equivalent space in the cockpit would be. The self-bailing well is 6' square, and we have left it open without side seats so that we can get down in the lee of the coaming out of the wind. The deck fore and aft of it will be used for seats and because of the depth of the well, two little corner seats are indicated, which may be used either as seats or as footrests when seated on the after deck. They occupy the corners only so as not to interfere with anyone standing at the wheel.

The mizzen mast is supported by a king plank extending from the bridge deck and flanked by natural crook knees to take the side thrust. It steps in a bronze socket in the cockpit floor and the step is supported by a stanchion to the keel.

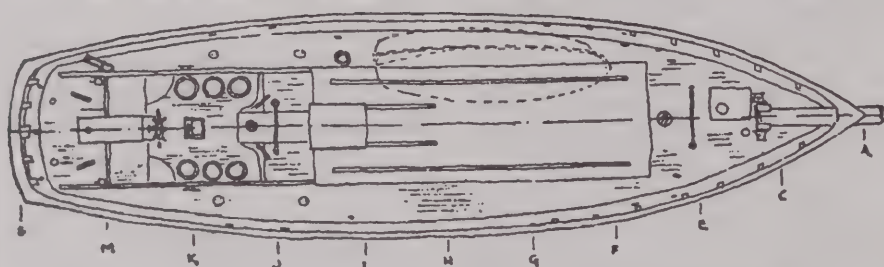
To prevent water, taken over the stern or running aft, from coming back into the cockpit due to the lift of the sheer at the stern, a coaming has been placed across the deck, and in the angle formed by this and the side coamings, the quarter bitts are placed.

Eventually we shall want some sort of a hatch or skylight in the cabin trunk, but since we should have to keep it battened down on the cruise across the Atlantic, we have decided to leave the cabin top unbroken for the present except for the companionway. We are using swing ports, the kind with the collar, in the forward and after ends of the trunk, and oval deadlights with brass frames in the sides. The glass for these, as well as for the deadlights in the hatch covers, is laminated, non-shatterable Triplex. It is 1/2" in thickness, and even if cracked by a flying block or the fluke of an anchor, it will remain watertight.

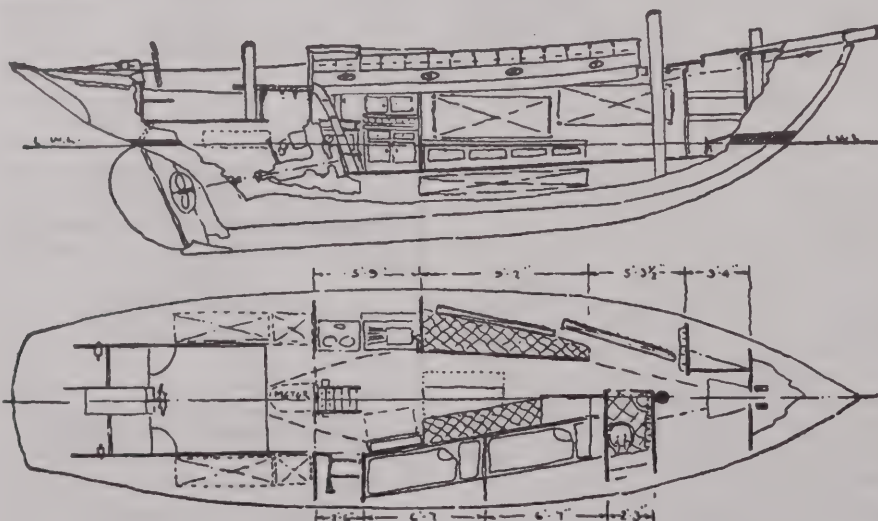
We have spared no pains in the matter of the standing and running rigging. Harry Greening made up the galvanized plow steel wire for our shrouds and stays especially for us in his wire works at Hamilton, Ontario, and with this we are using bronze turnbuckles and bronze outside chain plates. The turnbuckles are of the type with the tobin bronze screw in the middle, and were made by Merriman Bros. of Boston, the master hands when it comes to such fittings.

Merriman also made our blocks. They are of lignum-vitae and bronze, with bronze roller sheaves, and I'll stack them up with anything obtainable on either side of the Atlantic.

For our running rigging I went to the Columbian Rope Co. We already had had some experience with the fine white bolt rope put



Simplicity was the keynote of the deck plan, with as few openings as possible.



*Typhoon's* accommodation plan.



out by this concern, and we are using it on the *Typhoon* for everything from signal halyards to sea anchor cable. Besides the running rigging, sheets, lazy jacks, and lifts, for which we are using sizes from 3/8" to 5/8" diameter, we are carrying 75 fathoms of 1" manila for towing, warping, etc. and for use with the drogue. All of it is three-strand in preference to four-strand, it handles better and I think lasts longer because the inside has a better chance to dry out.

Our anchors are of the regular kedge type with the sliding stock, the big one 100 pounds in weight and the regular service one 60 pounds. The chain for these was made for us by the American Chain Co. It is 3/8" galvanized and the 75 fathoms we are using weigh 720 pounds. We are using some of this chain for the bob stay, with a 7/8" bronze turnbuckle, as this stay is the keystone of the whole rig, especially on a boat without a forestay tacked down to the stem head.

In her interior arrangement *Typhoon* is more radical than in her lines and for this I must plead guilty. I have never liked to see a boat cut up into 6-1/2' compartments, and I decided long ago that mine, at least, wasn't going to be that way. Jack Hanna once said, and he hit the nail on the finger that time, that until a generation or so ago, the kitchen fireplace was the social center of 90% of the American homes. That's the idea behind *Typhoon's* interior. The galley is the important thing. Jack said also that everyone on the ship is going to crowd into the galley and offer suggestions anyhow, and you might as well make it accessible and comfortable, and that is just what we have done. The Shipmate range, the second size by the way, is right aft where the motion is the least and within easy reach of the cockpit, and the table, sink, food lockers, and plate racks are arranged alongside. Except for the toilet room and a hanging locker, the rest of the cabin is open and in full view of the galley stove.

Some super-sensitive people may feel that such an arrangement isn't refined. Possibly not, but I know from experience that *Typhoon's* interior will be comfortable, and that is the first consideration. American yachting is suffering from an overdose of refinement. There is a type of prosperous yachtsman who will go to elaborate lengths and fabulous expense to finish a room in his country home to look like a regular ship, and then turn around and disguise his yacht until it looks like the boudoir of the Sultan's favorite.

*Typhoon* is a he ship to take anything that comes, comfortably and without a whimper, beyond that we have not tried to go. Her finish will be plain. She'll look like a ship below decks and she'll smell of tar and probably of cooking, with possibly just a suggestion of fuel oil and St. Pierre rum, and we won't have to apologize to a hob-nailed fisherman or to Sir Thomas himself, if he chooses to come aboard.

If *Typhoon* had been beamier we might have had built-in bunks on both sides, but as it was we chose an unsymmetrical arrangement with two built-in berths to starboard and two swing-up pipe berths to port. This gives us more foot room and a couple of sizable seats besides.

At the foot of the companionway to starboard there is a large hanging locker for oilskins and boots, and you will notice several sets of hooks on the bulkheads for clothes which will be kept in place by a strap as indi-

cated on the drawing. On the bulkhead forward there will be book shelves, a Chelsea luminous dial clock and a barograph. Just aft of the toilet room you will notice a dresser with large drawers for personal effects, and the space beneath the bunks and transoms will accommodate the canned goods.

On the starboard side, between the seat and the hanging locker, there is a novel chart case to hold charts vertically, folded once. It's Baldwin's idea, but I'm as proud of it as if it were mine. The charts will be arranged in groups, each group in its own cardboard folder, easily accessible, and when one is wanted, it can be pulled out and spread on the table, the drop leaf of which folds down against the front of the cabinet when not in use.

The plumbing consists of a "knockabout" closet, corner porcelain lavatory, porcelain sink, and pumps for both the galley and toilet room. A 200-gallon water tank will be built to fit the bilge space beneath the floor.

Now a word about the motor. This was decided only after endless discussion. Had we used gasoline, there were several corking good engines available, but the idea of using fuel oil appealed very strongly because of the novelty, and also because of the almost prohibitive cost of gasoline in some of the places we are likely to visit. These considerations finally decided us, and we chose a new heavy oil motor.

This is a two-stroke, high compression machine, depending on the heat of compression for ignition. The fuel is injected through 15% of the stroke and burns at almost constant pressure as in a diesel. The motor is started by compressed air, and to take the place of what heat of compression would be radiated to the cold cylinder when starting, a piece of punk is inserted by means of a steel plug with bayonet lock.

It was the intention to use the smaller of the two-cylinder models, which is rated at 15 hp, but due to the difficulty of obtaining this size in time, we decided finally to take the single cylinder 7-1/2 hp model. This, of course, is mighty small power for such a husky boat, but we figure that it should give us somewhere around 5 knots in light weather, and think of the cruising radius. The motor uses only slightly over a half pound of oil per horsepower per hour, and this means that we burn about a half gallon an hour. With the 170 gallons in our two permanent tanks alone we could run for 340 hours which, if we actually did 5 knots, would take us from Newfoundland to Queenstown.

Of course, we shall have no occasion to run for more than a day or two at a time under power, but it is comforting to know that we actually could get somewhere with the motor alone, even if it did take a while. The motor is equipped with a Navy reverse gear, a McCord mechanical oiler, and a Colador strainer. The inside stuffing box, stern bearing, and propeller are Columbian, the latter a 2-blade 24" diameter by 18" pitch.

Getting the tanks in time was a problem, but L.O. Koven & Bros. did a quick job for us and turned out the two main tanks and two smaller tanks for lubricating oil and kerosene in a week. The smaller ones are equipped with gauge glasses in the ends so that we can keep tabs on our kerosene and cylinder oil.

Atkin suggested Debevoise Co. paint for the job, having had considerable experience with it in past years, and we are using it


throughout, yacht black for the top sides, white for the cabin trunk, buff for the decks, red anti-fouling for the bottom, and their special red lead for the construction in general. For the deck seams, for applying the canvas to the trunk, and for all water tight joints we are using Nupro marine glue.

Although the risk of fire is not great with crude oil fuel, we are carrying two Pyrene guns.

Without going into the endless details of *Typhoon's* construction, I must say that her white oak ribs are 3" x 3", spaced a little over 13" center to center, with sawed ones on the stations and bent ones between, made up double, one part bent inside the other. The planking is of yellow pine 1-3/4" thick, and the backbone is fine clear white oak.

Note: This chapter was written in March, 1920, while *Typhoon* was under construction. Although most of the features of her design have been justified in the light of actual experience, other things would be changed, were we to build another boat for the same purpose. Of these we shall tell later on.


(To Be Continued)



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The Escape 15 is a tandem canoe with solid stability and feels very secure for two novice paddlers. By exchanging only four parts in less than 5 minutes the canoe is converted from a 37" wide family canoe to a 34" wide wilderness canoe identical to one that ran the Grand Canyon. The conversion kit adds only \$180 to the Escape 15's \$1649 retail price and fits with the canoe into its single duffel. No other canoe offers this much versatility.

Its sleek lines give the Escape 15 speed and performance to rival most hard-shell canoes while multi-cell inflatable flotation ensures safety, making the Escape 15 virtually unsinkable. At only 43lbs the Escape 15 is a load almost anyone can handle.

**Design of the Escape Series:** The Escape series represents a new generation in folding canoe design and draws on 20 years of varied experience from trips all over the world. In designing the Escape our goal was to build a canoe that would be superior in safety, performance, convenience, and esthetics.

Escape hulls are formed by a reinforced PVC skin held under tension by an interlocking framework of tubular aluminum. Seat positions adjust to trim the canoe. Because the Escape hull is flexible you stay drier. Its flexibility allows it to ride over waves rather than crash into them and take in water. The canoe will absorb severe impact and usually slide over or by rocks with no damage where fiberglass, kevlar, or aluminum canoes crack or get hung up. In this respect, the Escape behaves much like ABS boats weighing 20-30lbs more. Disassembled the Escape stores in a 35"x 17"x 13" bag, small enough to fit in even the smallest car or closet.

**Canoe Skin:** The fabric in Escape bottoms represents a significant advance in folding boat technology. A heavy duty synthetic canvas is coated with a new high abrasion-resistant PVC. To the inside is laminated 1/4" of closed cell foam.

## Pakboats Escape Series Folding Canoes

The foam eliminates pressure points where the skin rests directly against the frame and the effect is a great improvement in abrasion resistance. The canoe sides have PVC coated fabrics without foam because the air sponsons in the sides prevent pressure points and foam is not needed.

**Frame:** Escape frames are made of tubular aluminum with a combination of high tensile strength, ease of field repairs and excellent corrosion resistance. Shock-corded sections fit together to form color coded longitudinal rods. Each cross rib is shaped out of a single piece of aluminum with molded spacers riveted in place. The stems have aluminum brackets to anchor longitudinal rods.

**New Air Bags:** Air sponsons between the skin and the frame greatly facilitate assembly. The frame is easily assembled with minimal tension in the skin, and the air sponsons are then inflated to tension the skin and provide rigidity to the hull. Air sponsons placed along the sides improve safety by reducing the amount of water in the canoe after a capsize and stabilizing the canoe once it has taken on water. Because each sponson has 3 separate air chambers a puncture will not affect the canoe's performance.

**Unique Adjustable Seats:** Escape seats are instantly adjustable to support sitting or kneeling positions. The change is performed with one hand in 5 seconds, in or out of the boat. To trim the canoe, the seats can be moved to several locations. (The new seats will also fit Ally canoes).

**Which model?** Escape 17 is the work horse. It has excellent stability and will carry enough gear for a full scale expedition. With its shallow draft it is the best alternative in shallow water situations. Escape 16 is a good all-round canoe. It can carry two people with gear for 3 or 4 weeks on a wilderness river and is still a comfortable and quick canoe for a day trip on a lake or stream.

With Escape 14 and 15 we introduce a new concept to canoeing. Both models can easily be converted from wide and stable entry level canoes into narrower and

deeper hulls for serious backcountry use. All you need is the appropriate conversion kit. Escape 15 has generous volume for overnight trips with two paddlers in its wide or backcountry shape. The backcountry version is also an excellent expedition solo canoe identical to one that ran the Grand Canyon. Escape 14 is excellent for day trips with two paddlers in its wide version. In its backcountry version it is a solo canoe with very good whitewater performance and will easily carry gear for a couple of weeks.

**Fine tuning your Escape:** The flexible hull lets you tune the handling characteristics to the paddling situation.

In rapids where you want a rockered, highly maneuverable canoe, just concentrate the load (including paddlers) closer to the center of the canoe and leave the ends light. This gives more rocker (leaving the bow lightly loaded also improves your ability to rise up over waves).

On flatwater a straight keel line helps both tracking and speed. Distribute the load more evenly along the length of the canoe. You will be amazed how well the canoe tracks.

On a river with flatwater and rapids you can tune your canoe by loading the gear in the midsection. Then sit close to the ends on flatwater for a straight keel line and improved tracking. Kneel closer to the thwarts for more rocker and improved control in whitewater.

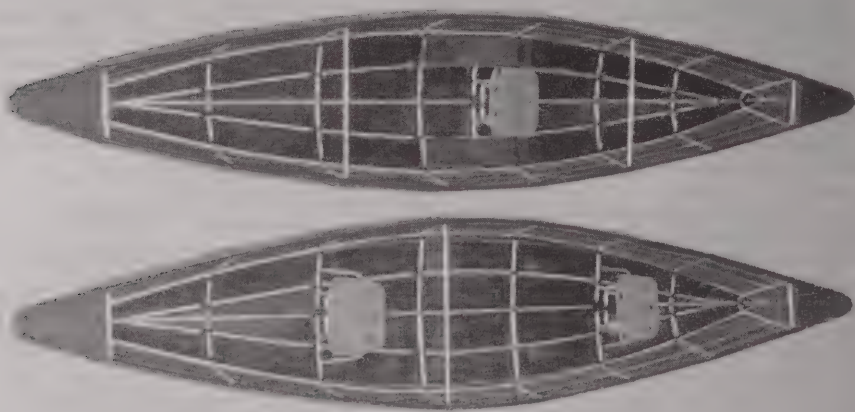
**Spray Covers:** Spray covers are available for Escape 14, 15, 16, and 17. Covers for Escape 14 and 15 are also available for solo paddling. The spray covers are made of waterproofed nylon pack cloth and attach to the canoe skin with heavy-duty snaps. The two-piece design greatly facilitates access to your gear. A spray cover will keep you and your gear dry in the rain and keep spray out of the canoe in waves and whitewater. It also keeps you much warmer and more comfortable on a cold and windy day. Note: The spray cover does not turn the canoe into a decked boat and may not hold the weight of a wave breaking over the canoe.

**Passenger Seat:** A kayak style foam padded seat with adjustable back support installs securely on a 2" thick closed cell foam platform. It lowers the center of gravity and provides excellent stability and comfort.

**Outriggers:** Our outriggers are great whenever extra stability is desired. We find them very useful for photography. Lean to one side and you will be resting on a pontoon, making the canoe incredibly stable. When you are paddling the pontoons are above the surface of the water and there is no drag.

**Sliding Seat Option:** A sliding version of our standard adjustable canoe seat is available to improve trim options and to adapt seat positions to third party spray covers.

**Expedition Outfitting:** To outfit your canoe for expedition use you should consider spray covers along with our available D-rings, knee pads and keel strips. If you anticipate unusual amounts of abrasion, you may also consider adding keel strip type reinforcement to the chines along the canoe's midsection.





The latches securing all cross ribs have been designed with a ridge across the top. The ridge makes it possible to reinforce the latch mechanism with a wire tie that becomes a reusable permanent part. Reinforcing the latches is recommended if you will be securing gear to the cross ribs.

**Take-apart Paddles:** We now offer a two-piece canoe paddle that fits inside the bag with the canoe. The paddle has a molded, reinforced plastic blade and aluminum shaft. A heavy duty ferrule solidly connects the two paddle parts. Not just for canoes; stows easily in boats and float planes.

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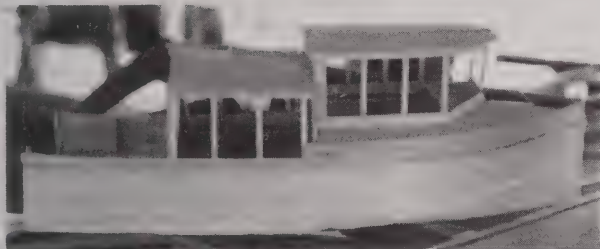


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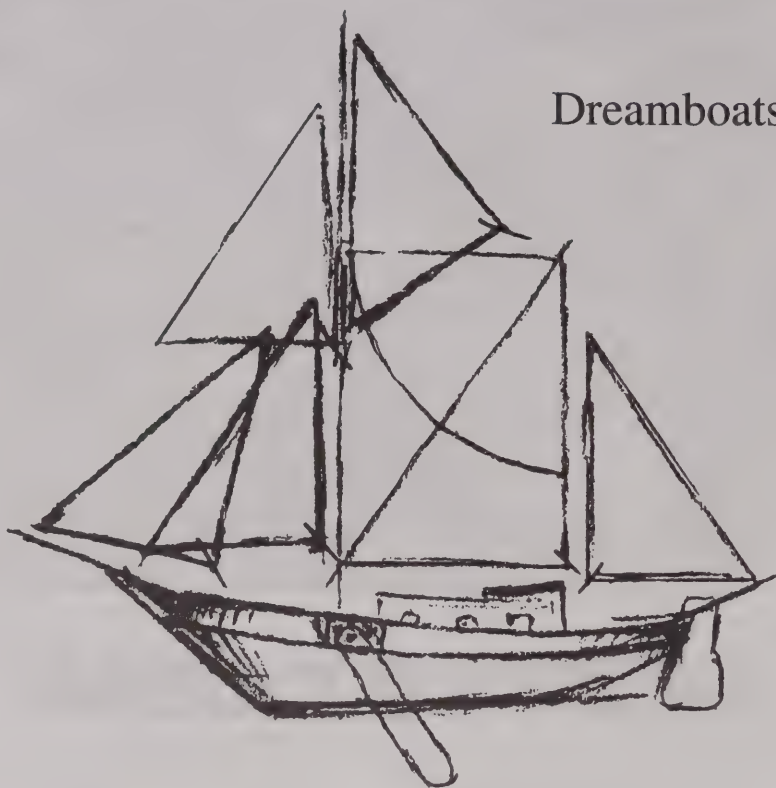
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## Dreamboats



## A Practical Rig: The Zeeuwse Schouw

By Richard Carsen

The "ee" in this word is pronounced as "a" (like in "acre"). These people live in a part of Holland (the Netherlands) that is mainly islands. It is called Zeeland (from Zeeuwanland) and New Zealand is named after this land.

These boats are fishing boats. I show it as a yacht, with a cabin. In their fishing version, they are decked up to the mast, and there is a small deck under the helm. The rest is open. These were still around after WWII (1945-6). They are probably all motorized today.

This shows a handy way of enlarging or reducing your sail area, without having to go through the cumbersome effort of putting in a reef. It seems to me a practical rig for a cruiser. As I saw it, all the triangular sails seemed to be the same size, so you can grab any sail or sailback in a hurry, without looking; it will fit. The waters between the islands are wild, everything under the influence of the perennial southwester and the 18' tides. Now that an outer dyke has been built, the tides no longer exist, but the constricted waterways would still present nasty and varying chop, and quick sail changes where the land would present various obstructions to the prevailing wind.

The triangular sail, set flying from the sprit to a spritboom, set from the aft end of the cockpit, is called bezaan (as in "Ca-na-an") in Dutch, and I suppose that the best translation would be "spanker". The sheet of this sail is at the fore-end. As in most fishing craft and traditional flat or round bottomed Dutch craft, the width to length ratio is around one to two-and-a-half.

These schouwen (scows) are flat bottomed; the sides flare out strongly to the heavy rubstrake; above this strake that part of the side, called Boeisel ("oe" is "oo", like in "room"), falls inward, accommodating the leeboard and giving it the required angle. This angle is about 10 degrees from the perpendicular, making the leeboard perpendicular to the water's surface at an ordinary sailing angle in usually prevailing weather. To add a slight hydrofoil effect, the board toes in about 3 degrees.

The sail has a brail. The foot of the sprit is held by a tackle from the top of the mast. From the foot of the sprit, a line runs aft. The sprit is set by pulling that line. A short parallel-line holds the foot to the mast. When let go, the sprit will dip. The sprit has vangs, one on each side. This makes the sail set more effectively.

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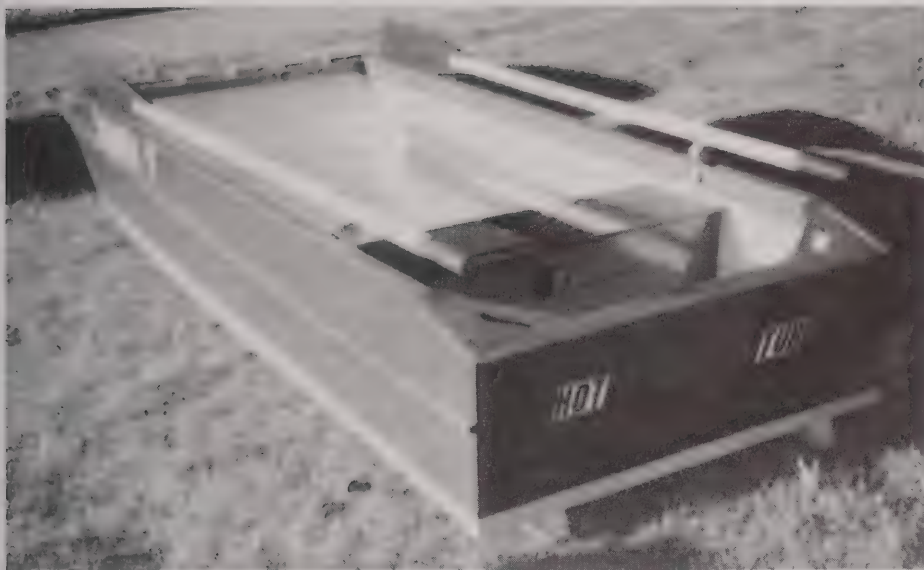
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## Notes on *Hot Tub*: A Lightweight Epoxy/Polystyrene Scow

By David Gray

This project initially began when my son left for the Navy. Single-handedly loading the cartopper, a Phil Bolger designed sailing/rowing dinghy, into the pickup became a daunting task when I injured a shoulder. I needed a lighter boat for the occasional fishing trips into the shallow backwaters of nearby ponds, rivers, and reservoirs of central Indiana.

Wanting a quick and dirty project, I turned to a simple scow design that Dynamite Payson calls the Skimmer. Roughing out the measurements from one of Payson's books, I quickly built a 4'x8' model of 5mm lauan mahogany reinforced on the outsides with 6-oz. fiberglass and epoxy. While the resulting model was light enough for me to get into the back of my pickup, I thought that it might be possible to build an even lighter craft out of polystyrene-type insulation board. After giving the Skimmer to my wife's family for use on their farm pond, I was able to secure Dixie's blessing for undertaking just one more project.

My primary objective in building *Hot Tub* was to create a lightweight, multi-purpose mini-scow that I could easily load single-handedly into the back of my pickup. I had been impressed with the performance of Skimmer with my 30-lb. thrust Minn-Kota electric motor, and I expected even better performance from a narrower, lighter version. I even had visions of powering this new craft with a small 5-10 hp outboard to see if my experimental scow would throw rooster tails from the skids like Payson's version of Skimmer. If the project didn't work well as a boat, I figured, I could always plant it in the back yard as a wading pool, add a set of wheels and have a huge lawn cart, or add a lid and lock for the granddaddy of all truck tool boxes.

I had experimented with Dow Corning Styrofoam™ insulation board and found that it would take epoxy and fiberglass cloth. A slight yellowing of the epoxy was evident, but the fiberglass and epoxy definitely stiffened the surface of the insulation board. I also found that Elmer's ProBond™ glue, advertised as waterproof, could be used to glue the board together easily. Doorskin plies, plywood, lauan, and other woods can also be laminated

to the insulation board using this glue.

The glue reacts with moisture, therefore users are advised to moisten the surfaces that will be mated before they are glued and lightly clamped. When the glue begins to set, it bubbles and expands significantly. I soon learned to use less glue and place duct tape on cracks so that I would not have to try to sand the glue off the insulation board. The insulation board is so soft that the least bit of careless handling or sanding damages the surface.

Cutting and shaping the insulation was a simple process using a single hacksaw blade in a plastic holder. After making long cuts, I would sand the edges lightly with 100-grit sandpaper to even out the dips and high places. One piece of sandpaper seemed to last forever on this project. Toothpicks and duct tape were all the clamping I needed to let the glue set.

I glued a piece of 3/8" insulation board to 1" board to form the bottom. The 3/8" board, I found, has a thin film of plastic covering it. If this is not removed, the surface under the fiberglass/epoxy can bubble when exposed to the hot sun. Unfortunately, that is what happened. Later I speculated that I might not have removed this plastic from the bottom of the hull. I know that I removed the film from the part that is bonded to the 1" board, but I am uncertain about whether I removed the plastic film from the bottom. The blisters might also be the result of a layer of latex paint blistering beneath the fiberglass and epoxy when I applied spray paint in the hot sun.

While the blisters are unsightly and slightly softer than the surrounding areas, they probably don't affect the integrity of the hull much. I suspect that *Hot Tub* would float fairly high even if the entire transom were removed. Earlier I found that 1 square foot of 1" thick insulation (3-oz.) laid flat on the water would support 4 lbs. 4 oz. before sinking below the surface. To support 300 pounds of motor, battery, and me, I would need only about 70 square feet of 1" thick insulation. Who even needs displacement?

The hull is covered by 4-oz. fiberglass. I used 6-oz. cloth on the Skimmer, but it didn't go over the chines and corners as readily as

the 4-oz. cloth on *Hot Tub*. I added 2" high skids to the bottom made from 2" insulation board laminated to 5mm lauan. The wood provides a little extra measure of protection from cement ramps, stones, etc. that one encounters in boating. The skids also stiffen the bottom significantly. At some point, I expect to epoxy some fiberglass strips to these skids for more protection. As of now, the skids are only covered with a layer of epoxy and varnish.

I learned that a builder should only use latex paints on the insulation material. Oil-based paints or varnishes can degrade the insulation if there is any direct contact. If I were building a second version, I would use latex house paint. However, I still am uncertain about the use of any paint beneath the surface of the fiberglass and epoxy. On the interior of the hull, which was painted with latex before fiberglass and epoxy were applied, there is presently no sign of blistering.

Without seat, gunwales, and hardware, the hull weighed in at 38 pounds. The final product weighs about 45 pounds with seat, hardware, and substantial gunwales, but without anchor, oars, or motor, still light enough for me to load by myself. *Hot Tub* fits nicely between the tarp cover and the bed of my short bed pickup and doesn't extend beyond the tailgate. The boat takes only a moment to load and unload, and I can easily launch it from almost any bank or open spot near the water. Fully loaded with cooler, fishing equipment, battery, motor, accessories, and my 190 pounds, the draught is about 5".

The seat is moveable so that I can easily adjust the weight distribution and rowing position. The seat top also lifts off to accommodate a deep cycle marine battery when I am using the trolling motor. With the seat and oars removed and a few inches of water inside on a hot summer day, *Hot Tub* could easily become a floating lounge for two.

While I was testing the boat on a nearby river, I was warned by a conservation officer that I would need identification numbers on the boat to use it on Indiana lakes and streams with any kind of motor, even a small trolling motor. That warning prompted me to build some outsized oars of wood and 1-1/4" PVC water pipe, then test the boat again. This time a man and his son hailed me from a nearby canoe to ask, "What is that, a boat or a bathtub?" That question inspired the boat's name.

Although *Hot Tub* rowed easily upstream in fairly rapid waters, it was no match for the canoes' speed or ability to work upstream against small rapids. Floating back down the river, I noticed that even the lightest wind would send me coasting upstream again. Might it be possible to sail this tub, too? Stay tuned.





*Ooh Rah?* That's the name of our little sloop, an old Columbia 24 Contender that we purchased this past summer. The name we gave it is actually a motivational yell used by U.S. Marines. Yup, I was a "jarhead" once upon a time.

This past spring, my wife Susan and I decided to shop for a used sailboat so that we could get in a little bit of sailing on occasion, in spite of our very busy work schedules. This purchase was intended to be only a temporary move so that we'd have something to sail while I work on one of my new wooden sailboat designs (the prototype to become our personal vessel), plus get it built and outfitted.

We searched all the local newspaper classifieds, along with area *Want Advertiser* type magazines, *Soundings*, and of course, *Messing About In Boats*. All of the boats that met our criteria in terms of size, style, locality, and budget were marked, circled, or clipped for further review.

Our list built up to around 35 boats that we might be interested in. All of them had full keels and sloop rigs, plus none of them were over 26' LOA. All of the boats on our list were located within an hour's drive of our home, and although some were priced a little beyond our meager budget of \$3,500, we felt that they were within range of negotiation if the sellers were motivated.

We were also realistic. With a small budget of \$3,500, we certainly were not expecting to purchase a brand new, shiny, state-of-the-art racing sloop with all the fancy hardware. My wife and I knew that we would be looking at the bottom of the barrel so to speak, and we simply hoped to find something that was close to sailable condition without too much time and work required. The owner of Nantucket Yachts, Capt. Ed Koskella, reinforced our optimism. He's a local yacht broker and a good friend. Capt. Ed advised us of the current state of the used boat market at that time and assured us that it was a buyer's market. He also provided us with a few tips to help us when bargaining with a seller.

We narrowed our list down to two dozen boats by calling all of the phone numbers we had compiled. We asked a series of questions of each owner that helped to weed out some of the boats and save us the time of traveling and disappointment. Of the boats that we still had an interest in, we informed the owners that we would call back and schedule an appointment to see the boat.

Susan and I began setting up a schedule where we could look at perhaps up to four boats per evening by organizing our list by location. This way we might travel up to an hour to see a boat, but two to three others would be located nearby within minutes of each other. We didn't spend a lot of time at this juncture. We only took cursory glances at the outside of each hull and cockpit. We didn't make an appointment with the owner at this stage, as we were again narrowing our focus and shortening our list.

When we were down to only six boats, we finally called the owners and set up appointments where the owner would be present while we took a second look. We inspected closer, went aboard each vessel, and I performed a complete survey of the hull. We also looked over the inventory of sails and other items that came with each boat. Susan and I chatted with the owners to try and get a feel for just how motivated they might be to sell

## In Search of *Ooh Rah*

By: Paul J. Bennett

the boat at something less than what they advertised it for. We would always stop for coffee on the way home almost immediately after each boat inspection and compare notes about our impressions.

All of this work in shopping for our sloop eventually paid off, however, we spent more than a month of careful searching in our spare time after work during the week and on weekends.

Susan and I had finally decided on three possible boats that we would begin tending offers on. The first was a Seafarer 25 (Rhodes Meridian) that was in great shape in spite of its mid-60s vintage. It was well maintained and equipped, and I must admit that I almost began salivating over the thought of owning it.

I offered the owner \$2,000 less than he was asking, and told him he could keep the Zodiac inflatable dinghy with motor that came with the sale, which was in excellent condition and easily worth at least \$1500. The owner wouldn't budge and, in fact, was not willing to negotiate at all. I later discovered from the owner of the boatyard where the vessel was stored that the boat's owner was still in love with the boat and didn't really want to sell it. His family was pressuring him to sell as he was getting too old.

The second boat that I was going to make an offer on was located less than a mile from the Rhodes. This boat was a Pearson Ariel 26. The hull was in excellent condition and it didn't appear to need much before launching, but we ran into a snag. The owner was very motivated to sell, in fact almost willing to give the boat away, and that sent up caution flags.

It turned out that this boat did not have clean paper on it. The boat had been previously titled in another state, but to a different owner, and this one did not have a valid title. I told him that I'd be interested in buying the boat if he would straighten out the paperwork by applying for a proper title and then signing it over to me. The guy I was dealing with seemed nervous, and kept trying to get me to hand him a check and take the boat without the title. We walked away from that one quickly!

The third boat that we wanted to make an offer on was the charm. Susan and I met with the owner in his driveway where the boat was propped up on jack stands. This vessel was located in Eastham on Cape Cod, about a 25-minute drive from us.

It turned out that the owner was a schoolteacher with a pregnant wife plus two kids. He was given the boat by his uncle and had hoped to sail it one day when he could afford a place to keep it. He was selling the boat to help get out of some credit card debt in preparation for the newly expected arrival in his family. We also learned they had been trying to sell the boat for over a year without anyone even calling to look at it except us. They had just cut their asking price, which was very fair and below market to begin with, in half in a last ditch effort to sell it.

I made an offer for even less than the owner's new price and after minor haggling, I agreed to purchase the boat for within \$150 of my first offer. We were both happy with the deal, and now Susan and I could go sailing over the summer!

It soon became obvious that every owner of this little Columbia 24' Contender had loved and nurtured the boat. There were five previous owners, and each one had always kept every record, owner's manual, instruction sheet, etc. for everything that had ever been bought for the boat, and transferred it all to the next owner. All of this was handed to me in a big pile, and I was very happy to get it. Included was the history of the vessel, drawings of modifications and changes, notes on sailing performance, etc.

Our new boat had lived its life as *Day Star*, but had been out of commission for more than four years. I had it moved to my boat shop in Sagamore Beach, Massachusetts, and renamed it *Ooh Rah* for its recommissioning within a month of the day I bought it.

Looking through all the documentation that came with the boat, I couldn't find out who had designed it. I did come across a note that one of the previous owners had made, thinking that it was a Carl Alberg design. I researched a little further and found the Columbia Owner's Association on the Internet.

I posted requests for information, but no one seemed to have any idea who designed the C-24 Contender. One of the members did write and told me that the founder of Columbia Yachts was Mr. Richard Valdez, and he was presently heading up Mediterranean Yachts in Santa Ana, California. I sent him a fax with my information request, and within five minutes Mr. Valdez had called me on the phone.

The C-24 Contender mold was made from the Islander 24, which was used as a plug. The Islander 24 was an early '60s vessel originally designed by a West Coast naval architect by name of Joe McClausson, who had a design office in the Newport, California area around that time. Apparently he moved to the Northwest and has not been heard from since.

This news certainly had me fooled. The hull shape is almost an exact duplicate of the Rhodes Meridian, but back in the early to mid-60s a lot of designs were copied from one designer by another, and many yacht companies leased or sold each other molds, etc. It seemed to be a common practice.

I really didn't expect to get into so much considering that this boat is intended as a temporary purchase, however it's been a great deal of fun and enjoyment. That's what it's all about, isn't it?

Right now *Ooh Rah* is sitting on her mooring at Barlow's Landing on Cape Cod. She's a pretty sight, with a beautiful sheer line that offers a classic silhouette against the harbor's backdrop.

If you're considering the purchase of a used vessel, my buddy Capt. Ed says that it's still a buyer's market out there for used boats. Taking the time to pick your boat out carefully, such as we did, will yield greater satisfaction with your purchase. You'll also have fun looking over several boats, plus it helps to educate you as to what you can afford based on your budget.

We'll be selling *Ooh Rah* in the next couple of years. You might want to give us a call. You never know, we just might have a deal for you!



# Bolger on Design

## Update on Bolger's Chinese Gaff

In *MAIB* Vol 15 #6, August 1, 1997, we discussed upgrading Jim Melcher's well-cruised *Alert* with this new rig geometry. Our Design #357 Manatee, *Alert*, built by Jim Melcher and Naoko Inouye in New Market New Hampshire, was rigged according to plans with a leg-o-mutton Cat-Yawl rig. Originally designed as a somewhat oversparred weekender/light coastal cruiser, Melcher began to sail the design far and wide, more or less living aboard full-time. She grew a full-headroom trunk, carries a stout dink on her foredeck, and thus gained a few pounds here and there.

Jim, wife Marie, and *Alert* sailed both coasts of America, the length of the East Coast once without power, trucked her across the continent in a personal flatbed rig, did the Panama Canal and the Caribbean, shipped her to Europe for extended cruising including the Baltic and inland to Berlin, for instance, and then back again. Finally a few years back they soloed her across the Atlantic eastward via Azores and Ireland, rounded the British Isles, and touched base on Europe's west coasts. He finally wrote us from the U.K. about a rig more suitable for cruising.

Here we should correct our article of 8/1/97 in which we erroneously stated that he had sailed her over 100,000 nm, wherever the misunderstanding came from, it is just around 42,000 nm on this home-built, strip-built advanced barge yacht, drawing 20" with the leeboards up. And there are still people insisting that this type of boat is unsafe and Jim has just been lucky for near 20 years.

The original rig had been tinkered with over the years, tweaked for more comfort under these more demanding conditions of near full-time cruising, including taming her sprit boom by first shortening it and the main somewhat, to finally graft on a gooseneck for the big pond crossing.

As the before and after drawings show, *Alert* regained most of her original sail area (now 524' vs. the original 540'), which is now more readily reefable on apparently just about any point of sail. Jim reported a 29-hour solo passage from Ireland to the U.K., a shakedown cruise with the new rig, during which he frequently changed sail area from the cockpit to respond to increasing and then again waning winds, and was at ease about the demands on him, he is in his mid-70s now.

Near 20 years old and once designed for compression only, the original mast broke. According to Jim, the crack began at a long, visibly aging seamline now under the greater strains of the gaff geometry. Thus, we drew a fresh mast to match this rig. Jim's Yankee use it up philosophy produced no injury nor serious damage to the new sail, and she steamed in under her own power.

With her new mast, Jim, *Alert*, and now Diane showed up in Gloucester this fall on their wedding cruise from Maine to Cuba. All looked good. So far the only nagging wrinkle in the picture is the demanding fine-tuning of

Here's an excerpt from our book, *103 Sailing Rigs*, "Straight Talk," the second expanded edition of *100 Small Boat Rigs*, now published by us, Phil Bolger & Friends, P.O. Box 1209, Gloucester MA, 01930, and available directly from us or through various retail catalogues and your local bookstore. Ask for ISBN 0-9666995-0-5. Price is US \$25.

There are several opportunities to make a sailboat perform. Currently almost exclusively pursued in a myriad of different detail solutions are variations of the three-sided sail/spar geometry dictate. Within the confines of actual and presumed efficiencies per given square foot of sail as the sole relevant variable in the quest for yet another 10th of a knot on a given hull geometry, getting more sail area per given mast/boom length on a nominally triangular cloth geometry is currently expressed in dramatic roach increases high up, using various geometries in a high tension cloth and batten arrangement.

The currently dominant geometry maximizes mast height, limits boom length, and essentially attempts to square the tall, narrow sail, all of which is dependent for its aerodynamic and mechanical integrity upon high quality rigging hardware maintaining significant continuous tension and, of course, often upon equally high tensioned foresail(s) geometry to achieve adequate sail area at all. With modern materials carefully assembled, and owners' willingness to accept significant up-front costs and short to mid-term maintenance for continuous tuning and upgrades to control, at times, surprisingly rapid aging, this is one well-established way to pursue performance.

The dominance of this approach produces a high level of uniformity across the sailboat spectrum, racers and cruisers alike, for the sake of maintaining well-trodden paths of designing, engineering, selling, maintaining, and living with the way of doing things, pointing to its widely embraced virtues and shrugging off its inherent problems as inevitable and thus acceptable.

With many sailors trusting the experts and thus conditioned to be essentially unaware of viable alternatives, "what alternatives?" they may well be equally unaware of how much these types of rigs actually impose significant limits on their options in choosing their boat to begin with, and then planning their cruising itineraries or just plotting their weekend racing exploits, not to mention those with insufficient funds that are kept out altogether.

The problem is the underlying assumption that efficiency per given square foot of sail is the overarching concern in the theoretical and practical assessment of possible sail geometries.

For starters, aerodynamicists, among others, still argue whether the current western triangular geometry is indeed the most efficient of all known rigs, never mind the other already conceivable ones. Then there is the obvious single-sail option of four-sided and five-sided geometries etc, etc.

Finally, there are the very obvious and serious issues related to matching rig to hull shape, matching rig to the projected use, and matching rig even to particular waters, the remarkable idea notwithstanding of a well-established cruising club years ago protesting the construction of major bridges as too low at merely 60+ feet.

So, it could readily be argued that, rather than accepting as given the continuing upward trend of acceptable mechanical stresses on rigging hardware, sailcloth, hull structure, and stressing further crew stamina, an actual reduction would be a sign of advanced thinking and engineering.

Furthermore, it could be argued that real world concerns of living with the rig aboard should perhaps drive the discussion of advancing the state of the art. Whether for trailer sailing or full-time blue water cruising, concepts, such as "On-Deck-Masthead-Work" have immediate hands-on, safety enhancing, cost reducing, independence supporting meaning.

Whether racing for an afternoon or cruising offshore, reducing excessive mast length related top hamper and aerodynamic drag, under full sail or reefed, should yield serious advantages in terms of speed, stability, and safety.

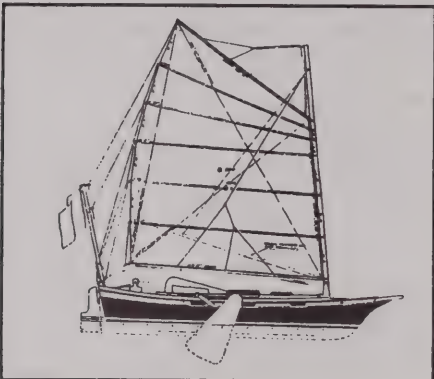
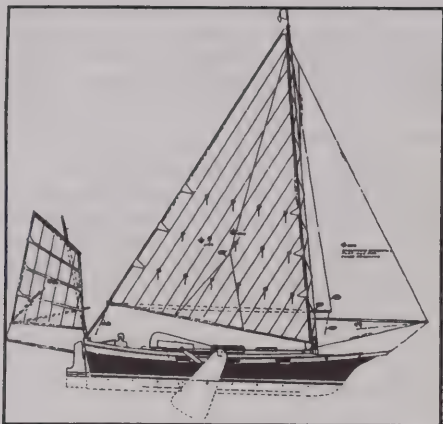
Whether racing across the local bay or circumnavigating, keeping the numbers low of sails necessary to keep the boat moving would be an advance, favoring alertness of the crew as a serious performance enhancing factor over the fatigue generated by the effort and hazards of constantly setting and dropping the perfectly matched 125% jib over the 110% one.

And whether you can afford every gold-plated fitting in that glossy catalogue or have to scrounge for castoff bits and pieces of hardware, keeping the overall number of parts low that are vital to the rig and to your afternoon fun or offshore safety in a gale, would be a serious advance, with whatever parts remaining largely of the simple and almost universally available type far from reams of specialized hardware catalogues at tech support, there may really be a contribution to actual progress in the area of sailing rigs.

What currently passes for conventional knowledge, frequently even hinted as being a rigor, may be fine for intellectual coasting on the wave of the tried and (presumably) true and offers decided advantages for the purveyors of proven racing derived hardware at serious mark-up. But other options clearly exist for more affordable, more utilitarian arrangements of cloth and hardware a good comforting distance back from the ragged edge. On the other hand, maniacally oversparing is perhaps easier via less hardware using the Chinese Gaff Rig than with other options.

Efficiency per given mast height might be more plausible a yardstick for a cruising sailing rig. Thus, compared to conventional 3-cornered sail geometries, a 4+-sided sail promises more sail area, to stand longer, lower, for more drive, on lower mast-height of significantly less heel from windage and weight. It may indeed make up for presumed relative inefficiencies with plain more cloth working. And further serious development of 4+-sided rig geometries may offer performance beyond that of the dictate of the however shaped triangle.





each batten's particular stiffness along the foil of the sail. Reminiscent of the inherent and unavoidable problem of the traditional Junk Rig, batten-stiffness is a major preoccupation to get just right. Jim broke some of his first battens in the waters off the U.K., but pointed to incorrect assembly of the units. The current ones still seem too soft where they should not be, particularly near the trailing edge. Depending on the sheeting angle, the Chinese Gaff geometry can both pull the battens off the mast against the parrels going upwind, and then compress them running off.

Each of these rigs will thus require repeated pulling of the battens to either add a layer of glass/veneer or take some of it off in particular sections. Since we designed the battens to have simple bolt-through-the-sail-cloth battenjaws to ride against the round mast, two wrenches will unlock the batten from the cloth and the jaws for quick removal, a clear advantage either for offshore repairs or just initial breaking-in of the as yet unadjusted battens. Jim's rig is thus not quite there yet in this issue. We'll know more next summer when he's back.

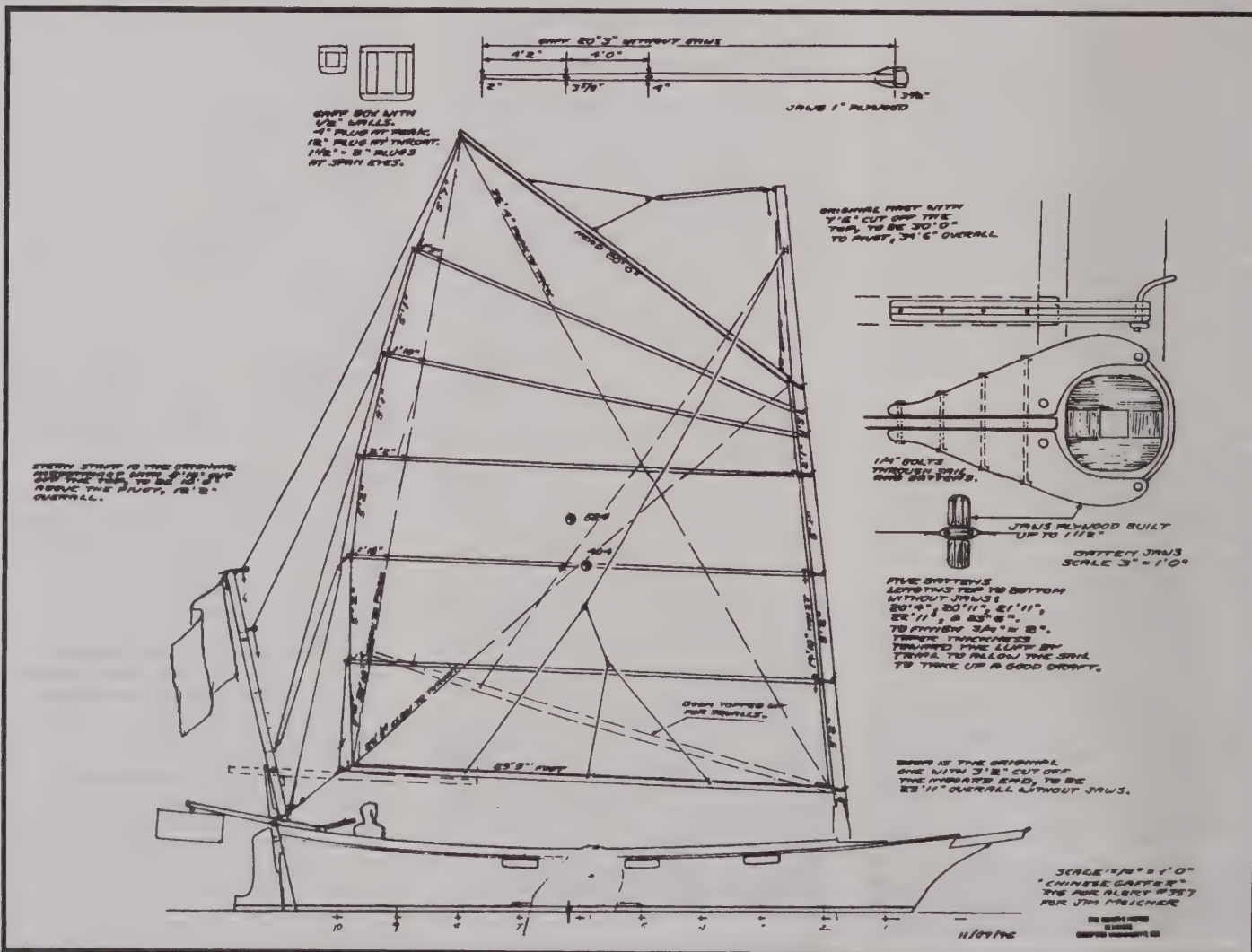
But setting sail, reefing underway, furling it into her lazyjacks are predictable and, in Jim's experience, reliable. As some of these photos here show, producing a vertically straight, no-sag trailing edge on the sail is possible on just about all points of sail. There is

no sag of the gaff to leeward and thus no performance robbing twist of the sail, so traditional in many gaffers, unless it seems somehow desirable to slack off the peak guy in order to spill too much wind quickly.

There is no inherent permanent twist related straining of the cloth which is bound to prematurely deteriorate any shape cut into it. And while, depending upon sheeting geometry and panel number, the Chinese Gaff Rig's lower panel can benefit from a light boomvang, and can often be accommodated right off the bat. Melcher's *Alert* offers not enough space below the boom for an efficient set-up. In practice, this point seems not to matter too much in the overall equation of cost vs. benefit vs. drawbacks. In new designs with this rig geometry, we've solved that issue in a number of ways. We'll discuss one such example in a future issue.

In any Chinese Gaff Rig's case, there is an absolute minimum of strains as the sheet pull more aft than down, a more sensible geometry in any light than the conventional gaffer's and the traditional Junk Rig's. Even the light boomvang is controlling just the lowest panel and does not constantly strain all seams across the cloth from boom to gaff at a decidedly unhealthy angle just to attempt to control that sag in the gaff.

With easy reefing and unfurling, there is no need to risk extraordinary strains on the





whole rig, since reefing should never be too strenuous during a demanding passage in gusty conditions, while progress can be maintained by just setting another panel. In light of this safety, we've come to design Chinese Gaff Rigs with well-above-normal sail areas, proposing to usually sail them with the first reef in and thus saving on additional light-air cloths, strings, and sticks that can become too much to play with after a while. Indeed, using increasingly heavier cloth for each higher panel, the last panel left standing in a gale should be able to stand. Perhaps all you need is one sail, a properly over-canvassed Chinese Gaff Cat Rig.



Luffing. There is no pressure on the jaws when she's on the wind.

Left: Close reaching. Battens too flexible at the leech end.



Broad reaching. Optimum angle of attack the full height. A good foil shape is unlike the flat Chinese Lug.

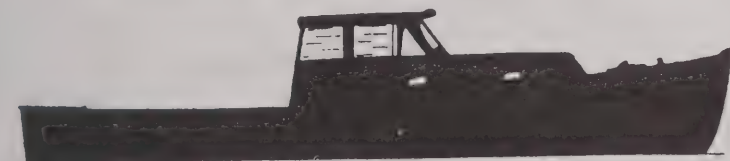
Broad reaching. The top of the sail does not twist forward to start her rolling. First reef in.



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Rick Lapp's letter requesting mast stepping advice stimulated me to think about how I might solve similar difficulties experienced with my Catalina 22. His mast might be a couple of feet longer and slightly heavier, but the self-doubt and the adrenaline secretion bred by the process seems to be identical. It was also a relief to know that someone else shares the problem. I had heretofore assumed that everyone knew how to raise a mast single-handedly, with safety and aplomb, and that admitting to such a gap in one's nautical education was about like admitting one never learned to read.

I have had mixed success in raising (and lowering) my mast with one other person helping. Usually the other person providing (very reluctant) assistance is my wife. Her help is invariably preambled with the speculation that the local marina might be able to provide such a service at very nominal cost and at greatly reduced risk to life and limb.

Would this be the marina, I am likely to respond, where they are not sure they can fit you in, because they are not sure what's on the schedule on any given day? Where they are not sure they can set up an appointment because they are not sure they have a policy on appointments? Would she be referring to the selfsame marina that for one entire season had to rely on a forklift with a flat tire, a tire that had to be re-filled with air before each use, that marina? The marina where, in order to fill the tire, an employee wired a 12 volt air pump directly into a 110 volt outlet and expressed surprise when it burst into flames in front of his eyes?

Better, more reliable, and less nerve-racking, probably, to sink the sailboat in ten feet of water, attach flotation to the mast, step the mast while the hull is resting on the bottom, then inflate air mattresses in the cabin to raise her up. It might take a couple of days and it might wreck the wiring, but at least you'd know about how long it would take and the approximate extent of the damage. Employ the marina, and you wouldn't know either.

Anyway, getting back to the question of stepping a mast with a minimum of aggravation, the whole trick, it seems to me, is making sure that the mast remains directly over the centerline of the boat as it is being raised. If it falls off to either side, control is lost and, at the very minimum, the hinging mechanism at the base of the mast is likely to be ruined. On the other hand, if lateral movement can be prevented, the mast's behavior can be easily predicted and controlled. It can then be easily propped up part way from abaft and winched the rest of way up from forward.

Preventing lateral movement, however, is no small trick. Shrouds, which perform that function when the mast is erect, are of no help when the mast is being raised. They would work, or could work, in this regard if the base of the mast and the bases of two shrouds formed a straight line. The combination of mast and shrouds would then act like a large, but not very heavy, plane which is hinged at the bottom. Raising it would be a piece of cake.

Unfortunately, on the Catalina 22 (as with every other sailboat with which I am familiar) the three points are not in a line. The lower shrouds attach at points forward and aft of the mast so they cannot be used. The upper shrouds, although they form a plane with the mast running perfectly athwartship, attach to

## Raising a Mast

By William Mantis

the rail perhaps 8" to 12" below the base of the mast, the latter being mounted on the coach roof. As a result, there is no tension on the upper shrouds until the mast is fully erect and, therefore, they will provide no lateral support during the mast-raising.

It would appear that the solution to the problem lies in providing temporary pivots or chain plates for the shrouds to bring the bases of mast and shrouds into alignment. A couple of triangular pieces of 3/4" ply should do the job. I will bolt the bases of the triangles to the lower shroud chain plates and drill holes in the apex of each triangle so that I can sight through one to the other with the mast hinge directly in line between the two.

With the backstay connected, and with the mast lying directly on the centerline, I will pass a starboard shroud through the starboard triangle, make a loop, and clamp the shroud securely back to itself using a cable clamp. Then repeat the procedure to port, making sure that both shrouds are taut and of equal length. Thereafter, there should be no side-to-side movement in the mast as it passes through its 90° arc.

Almost any kind of strut should then serve to prop up the mast temporarily (a whisker pole, a swim ladder, whatever). The jib halyard can be passed around a block at the forepeak then back to a winch in the cockpit. The winch is activated and the mast, with minimal (human) effort or tension, is lifted into position, the halyard cleated off, and the forestay made fast. To avoid excessive strain on the halyard and winch in the initial mast-raising process, the halyard must leave the mast at an angle of no less than 15 degrees. The temporary mast prop may have to be lengthened or moved forward to make sure the angle of attack is not less than 15 degrees (unless a gin pole is used, in which case, the mast can be raised from flat on its back).

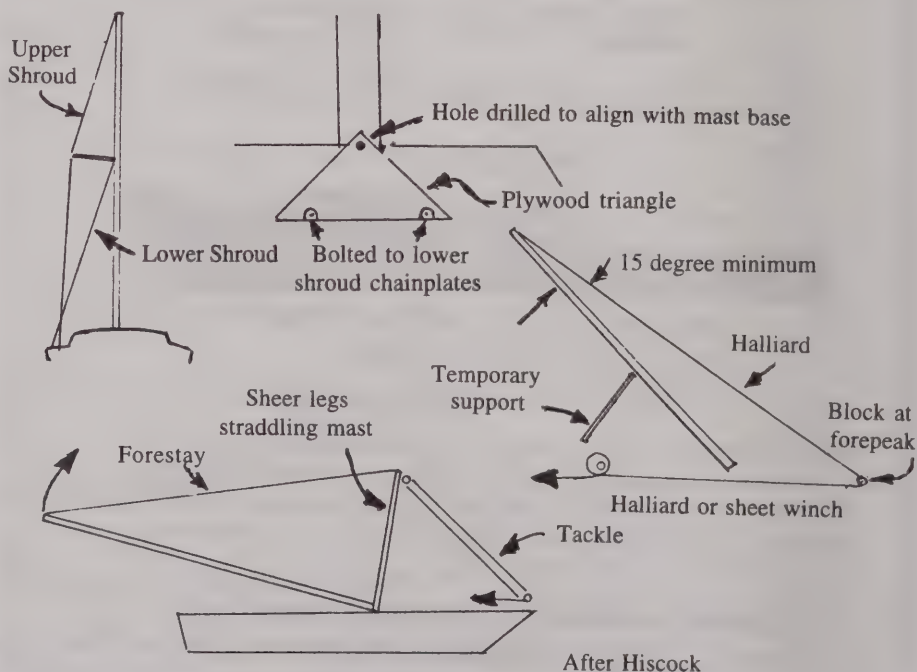
What could go wrong? Well, a cheap, corroded block at the forepeak could give way and the mast could come crashing down, tearing the metal mast-step plate out by the roots. I've done that. Or, your backstay could get caught on a cleat or any number of other obstructions as you are raising the mast, and you'll be forced to lower the mast again and remove the snarl. I've done that, too.

Meanwhile, if your temporary mast support has fallen away, you will have lost the mechanical advantage conferred by that magical 15 degrees, and you'll pretty much have to drop your mast on your companionway cover. Ditto, done that also. Or, in the course of lowering your mast, the halyard could pop off the top of the winch, and your mast, again of its own accord, could come crashing down on your companionway cover. I can recall that occurring, too. So it always helps to have a second pair of hands around. Success in controlling lateral movement does not guarantee the success of the overall process. It just makes it easier.

Easy enough so that it could, perhaps, be accomplished single-handedly with the aid of those two plywood triangles, at least in theory and on paper. I'll try it next winter and let you know, unless someone else tries it and reports on it first, or comes up with a better alternative altogether.

A relevant postscript: After writing this, my copy of Hiscock, *Cruising Under Sail*, original copyright 1949, was returned to me. In two sentences, with the assistance of a diagram, he describes the right way to raise a mast. Instead of a single gin pole, he recommends a pair of sheerlegs, the "feet" of which are planted directly abreast either side of the mast base. The feet will need to be able to pivot. Stable and reliable as it may be, he still advises calm water and minimal wind. He suggests this is the only method of stepping a jury mast at sea. I may try his way first, unless I conclude there is insufficient adventure in my life.

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# The Box Keel is Back

By Berkeley A. Eastman

I read with great interest Phil Bolger's article about his Yawl Boat design #651 in the September 1, 1998 issue of *MAIB*. It reminded me of a similar boat I built about 60 years ago. My father was a career USCG officer and a naval architect. He would design a small boat while he was on weather/ice patrol in the North Atlantic for three to four months at a time. When he would return from sea, we would gather the materials and build the newly-designed craft. The boat would be taken to our summer home in South Wellfleet, Cape Cod, about the first of July each year when we opened our home for the summer months.

I spent many happy hours sailing around Blackfish Creek in various boats. When I was about 10 years old, I started building boat and airplane models. My dad always encouraged me to design models of my own. Two years later, I built a 12' plywood kayak of my own design. It was 18" wide and extremely tippy. The next summer I decided to build a wider boat. I didn't have enough materials on hand to build a complete boat, so I decided to use my 12' tippy kayak as the keel for my new boat design. Basically what I built was a john boat with the kayak as the box keel.

The new boat ended up 8' long because of the 8' sheet of plywood for the bottom and sides, so I had to cut the last 4 feet off my kayak stern. I borrowed a friend's outboard motor and we had lots of fun speeding around Blackfish Creek that summer. My younger brothers and I used that boat until 1943, when I enlisted in the United States Coast Guard for the duration of World War II. When I came home after the war in 1946, my boat was gone. None of my three younger brothers seemed to know what happened to it.

In 1952, after graduating from college, I started a boat building shop in Azusa, California.

One of my first boats was an advanced replica of my old kayak keel boat. The big craze at that time in plywood boats was V-bottom runabouts and sailboats. Needless to say, my box keel flat-bottomed boat had no sales appeal. I built several hundred V-bottom plywood runabouts and small cabin cruisers. I sold my boat building business in 1958 and became a general building contractor and real estate broker. I retired from that in 1975.

My hobby, after retiring, was designing and building experimental aircraft. I designed and built and restored 14 different airplanes. In 1986, I underwent two triple bypass heart operations. I could not renew my pilot's medical license to continue to fly, so I went back to my favorite hobby, boat design and building.

In 1987 I designed several miniature plywood tug boats with flat bottoms and plumb stems and sides, either electric or outboard powered. They all were displacement hulls. The building plans were designed for the first-time boat builder using the tack and tape method. The plans are sold by mail order. These boats were intended to use 4-8 hp outboards and cruise at about 5 or 6 knots. After several of the boat builders started to install bigger motors than recommended, such as 15 hp to 35 hp outboards, higher speeds made the boats extremely dangerous.

When the hull would hit a wake from another boat, it would plunge into it and come to a complete stop, which could severely injure the occupants. After learning of this, I needed to design a safe hull for those speed demons, but easy to build. I remembered my box keel boat from when I was a kid, so I designed my 10' and 11' tugs using a modified box keel bottom with additional aft planing surface. Both of these boats have ride and handling characteristics that are superb, even at speeds of 25 mph.

What goes around comes around. The box keel is back.

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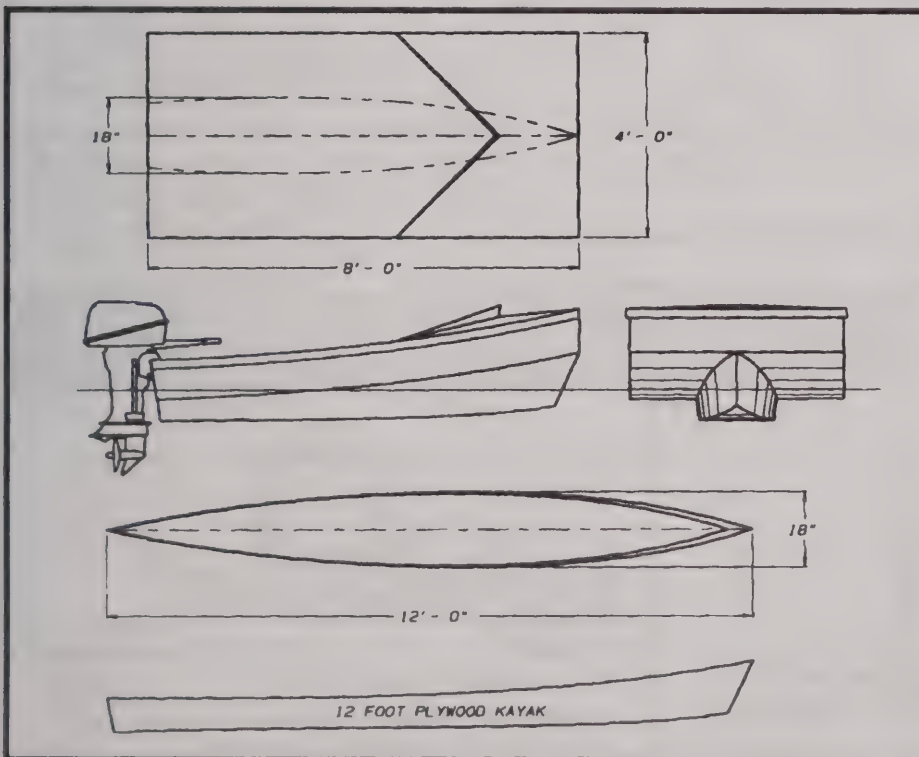
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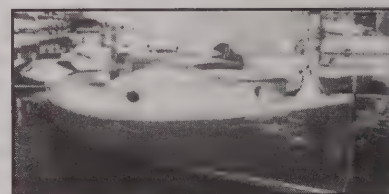


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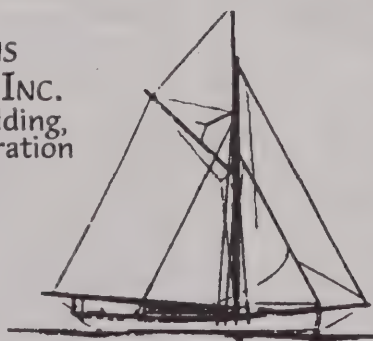
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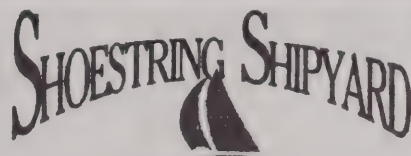
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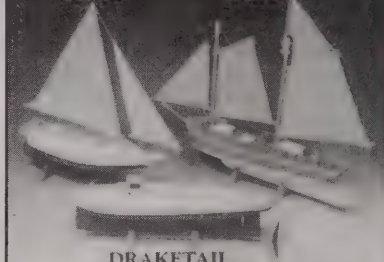
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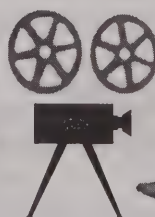
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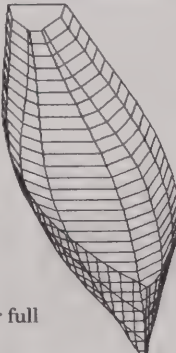
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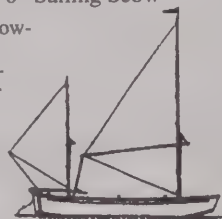
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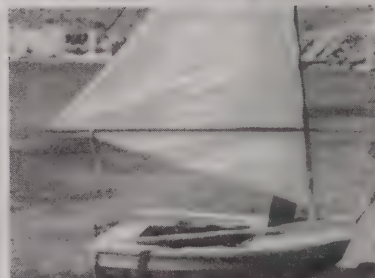
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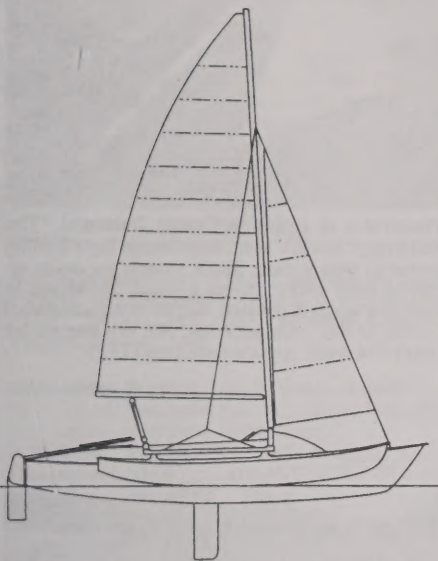
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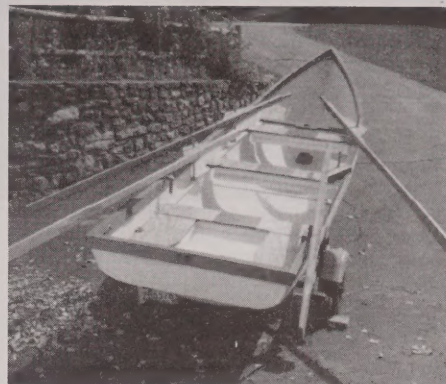
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**15' FG Piscataqua Wherry**, grt cond, tiller, CB, 2 sets oars, 2 rowing stations. Row/sail. \$1,200. JACK LIMERICK, Kittery Point, ME, (207) 439-1566, <jrlmal@aol.com> (17)

**22' Motor Speed Launch**, blt abt '05, cedar on oak, fine forward, flat aft w/reverse rake transom & tumblehome sides. Possibly an early raceboat. Nds engine & restoration. \$500. ANDREW MENKART, 149 Menon Ave., Haddonfield, NJ, 08033-1410, (609) 428-7357 eves. (17)

**Nimble 24 Yawl**, trlr, 8hp Honda, GPS, VHF, depthfinder, cockpit cushions, awning, roller furling, genoa jib, extra water & fuel. Exc cond, many improvements. \$16,500. DAVE LAUX, Georgetown, DE, (302) 875-2917. (19)

**Macgregor 19' Powersailer**, w/trlr, 25hp Johnson. Sleeping/eating cabin for 4, head, bimini. Fits standard garage. New cond. \$9,500. ROBERT LEGGETT, Sebastian, FL, (561) 589-1640. (18)

**34' Schooner**, Willam garden design, prof blt mid '80's, new hull, strip-blt mahogany & oak, bronze fittings, additional parts & gear for outfitting. \$8,500 OBO.

DICK VILLA, Manchester, MA, (978) 526-7127. (18)



**16' Picnic Whitehall**, stretched development of Livery Whitehall in Mystic collection. Cedar strip over ash frames, cherry thwart & sheets, rudder & tiller ropes. 110lbs. New (photo is only time in water). Big hit at Lake Champlain show in July. \$3500. DUSTY RHOADES, 76 Norton Rd, Kittery, ME, (207) 439-2620. (17)





**13' Daysailer**, full keel design, strip planked wood constr. Gd Dacron main & jib. Engine bed & shaft in place for small IB. Roomy, comfortable, exc sailing qualities. Absolutely unique. Asking \$2,000. TOM DAWKINS, Middletown, CT, (860) 632-0829. (18)

**Too Many Canoes: 16'9" Blackhawk**, "Waters Meet", ivory FG w/white ash & black walnut. \$1,000. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, whit ash, black walnut. \$1,200. **11'8" Blackhawk "Shadow"**, green turquoise FG, white ash. \$700. **15' Lakefield Ontario**, red wood/canvas (original). \$1,200. TOM HELD, Racine, WI, (414) 634-1272. (18)

**'76 Marshall Marine Sandpiper Catboat**, *Magnificat*. 4hp Johnson OB '98, new OB bracket, sailcover, dodger & cockpit cover '96. Bottom re-finished & new tires & wheel brngs for galv trlr in '98, Compass, 4 life jackets, anchor & rode, \$6,500. KARL WEBSTER, POB 261, Brooksville, ME 04617, (207) 326-9781 anytime. (18)

**Barnacle Bill's Boats, Victoria 18**, \$2,500. **Balboa 20**, \$2,000. **Snipe**, \$600. All w/trlrs ready to sail. BARNICLE BILL BURNS, Springfield, KY, (606) 336-7375. (19P)

**Hydra Sea Twin**, 2 seater red kayak w/rudder & expedition pkg. Like new, stable, gd for fishing, camping, long trips. \$1,200 OBO. FRANK ALBERT, Marco Island, FL, (941) 642-2357. (20)

**19' Alden Appledore**, single/dbl shell w/1 Alden Oarmaster. Grt shape, rows well, can be converted to sail. \$500 (no kidding I just have too many boats). **Laser Recreational Shell**, older model, really beat up & ugly but rows like new. \$395. **Perception Whitewater Kayak**, old plastic model, well used but easily worth \$100. CHRIS KULCZYCKI, Annapolis, MD, (410) 267-0137 days. (18)

**17'1" Plywood Cape Cod Catboat, Princess**, 7'9" beam, 21"1/4"3" draft, 210sf sail area, Wittholtz design. Professionally bl '63, rblt '96. Entire hull & deck sheathed in FG. Alum spars, new marconi sail this yr. Mast on tabernacle for easy trlr sailing. Cabin slps 2. Incl galv trlr & 4.5hp Evinrude mntd in well. \$2,500. CHICK LUDWIG, Havelock, NC, (252) 447-8084 eves. (18)

**Laser Rowing Skiff**, FG, sliding seat, oars. \$975 firm. **Cobia 17**, old cuddy cabin, no motor. \$975. CHAUNCY BANCROFT, PO Box 1724, Palatka FL 32187, (904) 328-2755. (18)



**23' Texas Dory**, prof blt, FG over ply at time of constr. '70 Evinrude 55hp, bow deck w/cuddy cabin, side console, trlr. \$1,900. DON TERRY, Durham, CT, (860) 349-9223. (18)

**Holder 12'**, \$845. **Point Jude**, compl w/brkt, custom cover & trlr. \$2995. **Alden Shell**, carbon fiber sweeps, new cond. \$1195. FERNALD'S MARINE, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (18)

## BOATS WANTED

**Bolger Microtrawler, Retriever or Champlain**. Also interested in sculling shell, Piantadosi equipped. KJELL KRISTIANSEN, 1402 Cold Spring Rd., Louisville, KY 40223, (502) 245-1402, <JoanneKris@aol.com> (17)

**7'-10' FG or Plastic Dinghy**, rubber rub rail a must. Short wide canoe would also suffice. RON PATTERSON, Wilton, NH, (603) 654-9687. (17)

**First Sailboat**, 22'-26' cruiser, racer cruiser, hopefully w/slip in SE LA, will travel E. TX to most FL to view prospect. EUGENE COSNAHAN, Baton Rouge, LA, (225) 293-1890. (17)

**Florida Bay Peep Hen**, will also consider well crafted Bolger Micro. BILL LONG, 701 Main St., Riverton, NJ 08077, (609) 786-1599 pls lv message. (18)

**Mud Hen**, gd cond, reasonable price, pref w/trlr. Anywhere in southeast US. NICK MEDIATORE, Tarpon Springs, FL, (727) 943-8197. (18)

**Sportyak III Dinghy**, fair cond or better, any color. Grt Lakes area. CAPT. J. MILANOWSKI, 2273 Ottawa Beach Rd., Holland, MI 49424, (616) 399-4642. (18)

**Canoes**, Racine Boat Co. & Beaver aluminum. TOM HELD, Racine, WI, (414) 634-1272. (18)

## SAILS & RIGGING FOR SALE

**Dacron Main & Jib**, 150sf ideal for small boat project this winter. Main 20'6" luff, 9'9" foot, approx 100sf; jib 15' luff, 7' foot, approx 50sf. Little used, exc cond. \$200 firm. BOB HICKS, Wenham, MA, (978) 774-0906 6-9pm best. (TF)

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**Star Class Sailboat Mainsails & Jibs**, exc cond. Main approx 31' luff. ANDREW MENKART, 149 Merion Ave., Haddonfield, NJ 08033-1410 (609) 428-7357 evenings. (17)

## SALES & RIGGING WANTED

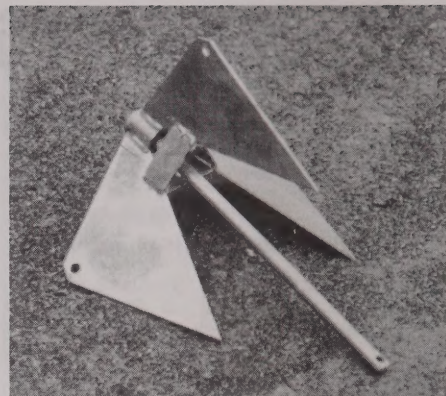
**Sunfish Rig**, for budget project. JEFF CRAIG, Ambler, PA, (215) 628-3105. (17)

## GEAR FOR SALE

**Yanmar Diesel**, 1 cyl 12hp SB 12, w/control panel. Installed new '84, low hours, gd cond. \$1,200. BILL KANE, Dorchester, MA, (617) 282-4436. (18)

**Volvo-Penta MD2B Diesel**, has ingested water in 1 cyl. Have most parts for rbltd. \$200. RICHARD WELLS, Carlisle, MA, (978) 369-6959. (17P)

**GPS**, hand held Garmin 45XL w/carrying case & manual. Less than 1yr old. \$180. CAPT. J. MILANOWSKI, 2273 Ottawa Beach Rd., Holland, MI 49424, (616) 399-4642. (18)



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**4hp British Seagull**, "The best outboard in the world" in exc cond. Vintage unknown. Incl unique motor mount. No longer nd. All reasonable offers considered. RON PATTERSON, Wilton, NH, (603) 654-9687. (17)

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**'90 Mercury OB**, 25hp electr start-batt, remote contrs, thru tube steer, 2 - 6gal tks. Exc cond, little use. \$1,500 OBO.  
**JEROME ENOT**, 286 Dover Point Rd., Dover, NH, (603) 749-4100. (17)

**Read's Sailmaker Sewing Machine**, hvy duty as new. Made in Southampton, England. Zig-zag & strt stitch. \$225.  
**ANDREW MENKART**, 149 Menon Ave., Haddonfield, NJ 08033-1410, (609) 428-7357 eves. (17)

**Boat Trailer**, not used for 4 yrs, Holsclaw 1,400lbs rating, tilt frame w/grease gun for Buddy bearings. Nds paint & safety chains. Asking \$250.  
**JOE ROGERS**, 24 Wood Terr., Framingham, MA 01702, (508) 872-4206. (17)

#### GEAR WANTED

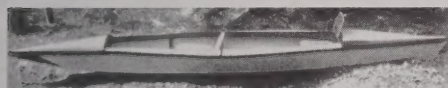
**British Seagulls**, dead or alive. Cash paid, any cond.  
**FRANK VALENTINO**, S. Dennis, MA, (508) 385-8510, (508) 385-2507 anytime, email: <seagull508@aol.com> (TFP)

**Old Marine Engines**, pre-'30 single or multi cylinder. Two or four cycle. Palmer, Lathrop, Gray, etc. Any cond engine, parts, or literature.  
**ANDREW MENKART**, 149 Merion Ave., Haddonfield, NJ 08033-1410, (609) 428-7357 eves. (17)

**10hp 4-Stroke OB**, for project boat.  
**JOHN BARTLETT**, Ft. Pierce, FL, (561) 464-7633. (18)

#### BOOKS & PLANS FOR SALE

**MAIB Back Issues**, moving, cleaning house, following for sale: Vol. 2 #22, #23, #24, April 1, April 15 & May 1 '85. Vol 3, Vol 4, Vol 5, Vol 6 all issues. Vol 7 #10-#20 incl. Vol 11 #21-#24 incl. Vol 12, Vol 13, Vol 14, Vol 15 all issues. Please make offer. Also some back issues of *SBJ*.  
**NEIL FOLSOM**, 212 Temple Ave., Old Orchard Beach, ME 04064, (207) 934-2309. (17)



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**HOBBYCRAFT KAYAKS**, 1178 Laurel Fork Rd., Vilas, NC 28692. (TFP)

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**Bliss, the Quick & Easy Canoe**, plans \$26. Illustrated leaflet of 16 small craft designs \$2.  
**DENNIS DAVIS**, 9 Great Burrow Rise, Northam, Bideford EX39 1TB, England. (11/99EOIP)



**Dory Plans**, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.  
**DOWN EAST DORIES**, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

**I Hear You Bought a Boat**, Tom Shaw's book written for the new boat owner, though veterans may glean some useful info. Give a copy to a friend just starting out in boating. \$3 incl mailing.  
**TOM SHAW**, 3915 Appleton Way, Wilmington, NC 28412, (910) 395-1867. (TF)

**Cockleshell Kayak Plans**, 3 wknds & about \$150 puts you on the water. 11.5' LOA, 24lbs, step by step instructions, full size patterns. \$35.  
**ERIC C. RISCH**, HCR33 Box 117, S. Thomaston, ME 04858. (TFP)

**\$200 Sailboat**, 15'6"x4'6". Plans w/compl directions. \$20. Info SASE.  
**DAVE CARNELL**, 322 Pages Creek Dr., Wilmington, NC 28411-7850. (TF)

**Row to Alaska by Wind & Oar**, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.  
**NANCY ASHENFELTER**, 3915 "N" Ave., Anacortes, WA 98221. (TF)

**How to Build a 3hp Launch Engine**, reprint of '01 book of drawings & instructions to build a 4-cycle, single cyl marine engine. \$15.95 softbound, \$3 shipping & handling first book & \$1 each additional book.  
**MARINE BOOKS & MACHINERY**, 149 Merion Ave., Haddonfield, NJ 08033-1410, (609) 428-7357 eves. (17)

**"Sleeper"**, 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.  
**EPOCH PRESS**, P.O. Box 3047, San Rafael, CA 94912. (97P)

**From My Old Boat Shop**, Weston Farmer's great book republished with added Farmer material. \$49.95 +\$3 S&H, or send SASE for descriptive bulletin.  
**WESTON FARMER ASSOCIATES**, 18972 Azure Rd., Wayzata, MN 55391. (TF)

**The Odd-A-Tea**, by Tom McGrath. Wandering the New England Coast like Ulysses in *The Odyssey*. Paperback, profusely illustrated.  
**TOM MC GRATH**, 684 Chestnut St., Lynn, MA 01904. (TF)

**Long Island Sound Chart**, original 1902 Eldridge 28"x 8" cloth backed "Newport to New York" rolled chart. \$125.  
**PETER LAMB**, Durham, NH, (603) 868-3090. (17)



**Rebecca**, a simple & beautifully proportioned flat-bottomed rowing skiff. Easy to bld using glued ply lapstrake constr. 14'6"x 4', 120lbs. Study packet \$8, plans \$65.  
**THE ROWING COMPANY**, Bob Cramer, 3060 Lake Sarah Rd., Maple Plain, MN 55359, (612) 479-3094. (22P)

**Misc Boat Books**, send SASE for list.  
**BILL SHAUGHNESSY**, 16219 Lake Saunders Dr., Tavares, FL 32778, (352) 357-0005 aft 5pm EST. (17)

**International Marine Light List & Waypoint Guide**, Maine to Texas incl Bahamas. '97, new cond. \$9 incl postage.  
**J.W. SIMS**, RR1 Box 5095D, Camden, ME 04843, (207) 236-0652. (17)

#### BOOKS & PLANS WANTED

**Tom McGrath's Books**, used copies of any of Tom's several books.  
**JIM HAVILAND**, PO 7427, Shonto, AZ 86054. (17)

**Old Canoe Catalogs**.  
**LEROY SAYERS**, P.O. Box 386, Smyrna, DE 19977, (302) 653-2628, (302) 653-9487. (TFP)

**Wanted Books & Plans**: Boat Plans, preferred rolled; nautical books, soft & hard, gd cond; hunting & fishing books; old boating magazines, *Rudder*, *Motor Boating*; *Motor Boating* "Ideal Series Books"; nautical charts; boat models, any cond, no plastic.  
**THE BOAT HOUSE**, 15 State St., Newburyport, MA 01950, (978) 462-2072. (TFP)

**Practical Sailor**, to rent or borrow issue which discusses the Catalina 27 sailboat, I think a '96 issue. Will pay all expenses incl postage both ways. (17)  
**BOB DAVIS**, 56 Brook Dr., Burlington, VT 05401.

**Racine Boat Co. Catalogs**.  
**TOM HELD**, Racine, WI, (414) 634-1272. (18)

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**Interested in Small Boat Ministry?** Contact us.  
**CRUISING MINISTRIES, INC.**, 6110 Florida Ave., New Port Richey, FL 34653, email: <graced@GTE.net (24P)

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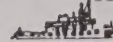
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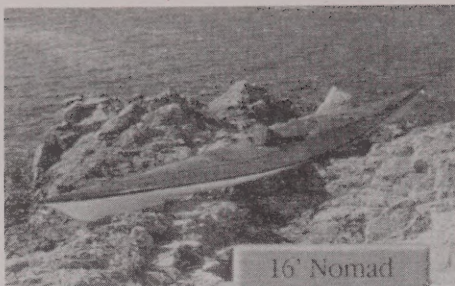
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